





Mt Vernon

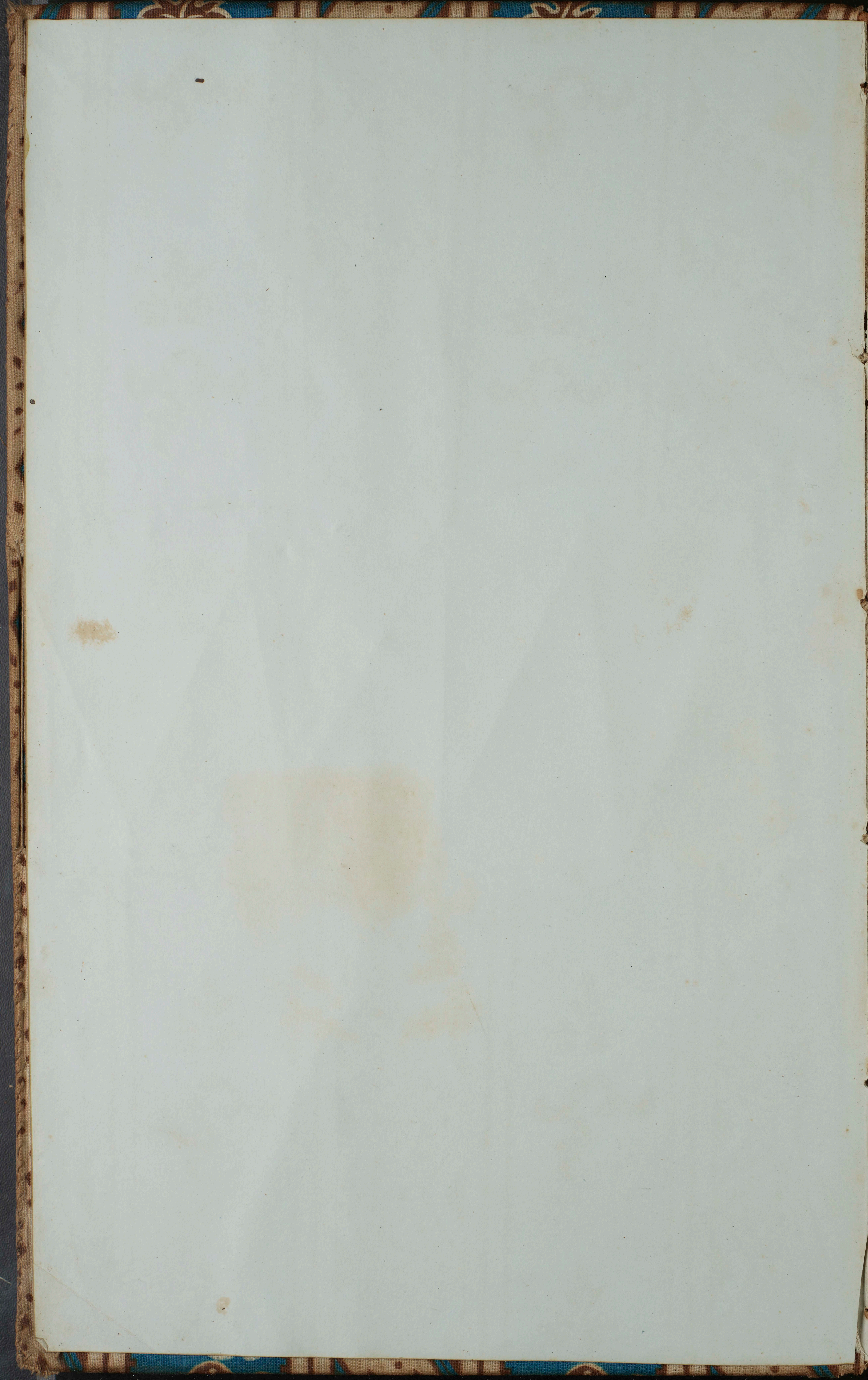
Covell master

James M. Willis second Mate part the voyage
and part the voyage, 1st Mate

1846

Journal of Ship Rebecca Sims J. M. W. Master
one of the Stone fleet, sailed Nov 20, 1861

Wednesday Dec 4 arrived off Savannah & anchored
10 left for Port Royal, 17 left for Charleston Bar
20th sunk ship & left for Port Royal 28 left for N. Y.





Wednesday Aug 5th 1846

Commences with strong breezes from the SSW employed in clearing up decks and making preparations to go to sea. at 5 PM the Steamer Swasey came along side and took the ship in tow. at 6 PM came to anchor off Blakes point in 8 fathoms of water. Middle & Latter part pleasant winds

Thursday Aug 6th

Commences with light breezes from the SW with fine pleasant weather. Middle part the same. Latter part light airs from the WSW at 8 AM weighed anchor and went to sea.

Friday Aug 7th

Commences with moderate breezes from the WSW steering to the southward. at 12 PM left the Pilot and commenced stowing the Anchors & clearing up decks. at 5 PM chose watches & boatswains. Middle & Latter part light airs & pleasant weather, employed in fitting the boats. steering S by E. Lat by Obs 40.24 N Long by Chron 70.01 W

Saturday Aug 8th

Commences with light airs from the N steering E by S the watch employed fitting boats. Middle part calm. Latter part light airs from the SSE steering E employed in fitting the boats at 7 AM sent a boat to the New York Pilot Boat No 1 with letters to go home. &c. &c. Lat by Obs 40.18 N Long by Chron 69.16 W

Sunday Aug 9th

Commences with light airs from the SSW steering E with fine pleasant weather the watch employed in fitting the Boats. Middle & Latter rainy weather with rain variable winds heading to the SE.

Lat by Obs 40.53 Long by Chron 68.16 W

Monday Aug 10th

Commences with light airs from the SSE heading S under all sail with fine pleasant weather. at 8 AM lowered a boat & caught a Sun Fish. Middle part rainy heading S by W. Latter part thick hazy weather employed in fitting the Boats at 11 AM lowered the Boats for a school of Black Fish killed one and took him to the ship. &c. &c. these 24 hours

Tuesday Aug 11th 1846

Commences with light airs from the N. N. W. with thick foggy weather steering E. the watch employed in clearing away the Black Fish & fitting the boats. Middle part moderate breezes from the N. N. E. Latter part moderate breezes from the N. the watch employed in fitting the boats.

Wednesday Aug 12th

Commences with strong breezes from the N. steering E. under all sail the watch employed in breaking out meat & fitting the boats. at 11 P. M. hauled a ship steering to the W. N. W. Middle & Latter part fine pleasant weather the watch employed in fitting boats & boiling out Black Fish blubber, so ends these 24 hours. Lat 39. 58 N Long 64. 17 W

Thursday Aug 13th

Commences with light airs from the E. S. E. heading N. E. under all sail the watch employed in fitting boats and boiling Black Fish blubber, at 3 P. M. finished boiling. Middle part light airs from the S. E. steering N. E. by E. Latter part calm employed in fitting boats, at 8 P. M. lowered the boats to practice pulling, so ends these 24 hours.
Lat by Obs Long by Chron

Friday Aug 14th

Commences with moderate breezes from the N. N. W. steering N. E. by E. the watch employed in fitting rigging & the boats. Middle & Latter part fine pleasant weather with light breezes from the W. steering E. N. E. the watch employed in making scrubbooned sheets and boat sails.
Lat by Obs Long by Chron

Saturday Aug 15th

Commences with moderate breezes from the S. W. steering N. E. by E. the watch employed in making boat sails scrubbooned sheets & various other things. Middle part light airs from the S. E. steering E. N. E. with thick rainy weather. Latter part moderate breezes and cloudy under all sail.

Lat by Obs 41. 44 Long by Chron 59. 31

Sunday Aug 16th

Commences with moderate breezes from the S. E. steering E. N. E. under with overcasts, all sail. Middle part light airs from the E. heading S. S. E. Latter part variable winds with fine pleasant weather steering E. so ends these 24 hours.

Lat by Obs 42. 41 Long by Chron 58. 20

Monday Aug 17th 1846

Commences with light breezes from the S W steering E by S under all sail with pleasant weather, at 4 1/2 P M saw a school of Black Fish lowered the boats & got one, towed him to the ship & kept of on our course, Middle & Latter part strong breezes from the S W steering E, N E under all sail.

Lat by Obs 42.46 Long by Chron 54.53

Tuesday Aug 18th

Commences with strong breezes from the S W steering E, N E under all sail the watch employed in picking up spun yarn and various other things to numerous to mention Middle & Latter part the same, so ends these 24 hours.

Lat 42.42 Long 54.20

Wednesday Aug 19th

Commences with strong breezes from the S W steering E, S E the watch employed in fitting rigging & picking up spun yarn at 3 P M saw a large school of Champsas lowered thinking they was sperm whales but came on board again, Middle & Latter part thick foggy weather the watch employed in fitting rigging & picking up spun yarn.

Lat 42.44 Long 47.31

Thursday Aug 20th

Commences with strong breezes from the W steering E, S E the watch employed in fitting rigging & picking up spun yarn, at 3 P M saw a school of Champsas, & a ship steering S E.

Middle part cloudy & rainy weather, Latter part fine pleasant weather with light breezes from the N, N W the watch employed in fitting rigging & picking up spun yarn. Lat 42.47

Long 44.05

Friday Aug 21th

Commences with light breezes from the S W steering S E by E under all sail the watch employed in fitting rigging & picking up spun yarn Middle & Latter part light breezes from the E, N E heading S E with fine pleasant weather. Lat 41.58

Long 41.34

Saturday Aug 22th

Commences with light breezes from the E, S E heading S under all sail, the watch employed in fitting rigging & picking up spun yarn, saw several ships steering N, N W of P M the wind hauled to the S by E tack ship heading N E by E at sunset took in the Top Ballantails Fly bitts & main sail. Middle moderate, Latter part strong breezes double reefed the Main & Top sail.

Lat 42.07 Long 40.49 42.07 40.49

Commences Sunday Aug 23th 1846
with strong breezes from the S. S. E. heading S. N.
at 4 P. M. double reefed the Fore & Main Topsail at 5 P. M.
wore ship heading E. & took in the Bibb & Main sail.
Middle & Latter part rainy squally weather. ends. Lat
Long

Monday Aug 24th
Commences with strong breezes from the S. N. steering S. E. under
double reefed Topsails & Bibb. at 2 P. M. shook the reefs out the Fore &
Main Topsails & boosed the Main sail. it still continues squally
Middle part the same. Latter part fine pleasant weather
with a very light air. the watch employed in fitting rigging.
Lat 41. 59 Long 37. 47

Tuesday Aug 25th
Commences with light airs from the S. with fine pleasant
weather heading E. S. E. the watch employed in fitting rigging.
Middle & Latter part fine pleasant weather steering S. E. by S.
at 10 A. M. saw a school of Black Fish. louvered the boats but
met with no success. Lat Long by Chron

Wednesday Aug 26th
Commences with light airs from the W. N. W. steering S. E. by S
the watch employed in fitting rigging. Middle part strong
breezes & rainy Latter part strong breezes from the S. E. under
double reefed Fore & Main Topsails single reefed Main Topsail Bibb
& Main sail. ends these 24 hours. Lat 40. 25 Long 34. 43

Thursday Aug 27th
Commences with strong breezes from the S. E. steering S. E. by S under
single reefed Fore & Main Topsails double reefed Main Topsail
Bibb & Main Topsail Middle & Latter part strong breezes from
the E. S. E. heading S. E. Lat 39. 35 Long 33. 17

Friday Aug 28th
Commences with strong breezes from the E. by S heading S. E. by S
under single reefed Topsails & Main sail Middle & Latter part
more moderate turned the reefs out the Fore & Main topsail & set
the Bibb heading S. S. E. Lat 39. 02 Long 32. 54

Saturday Aug 29th
All these 24 hours moderate from the E. S. E. with cloudy & hazy
weather. Latter part under all sail standing to the S. S. E.
Lat by Obs 39. 22 Long by Chron 32. 25

Sunday Aug 30th 1846

Commences with light breezes from the E. S. E. heading S under all sail employed in fitting rigging Middle cloudy tacked ship heading E by N. Latter part light breezes from the S heading S. S. E. at 7 AM saw the Island of Flores bearing E distance 40 miles, so ends these 24 hours standing in for the land. Lat

Long

Monday Aug 31th

Commences with light breezes from the S heading W. S. W. at 4 PM tacked in shore heading E with several Wepels in sight. Middle S. Latter part light breezes the S. E. beating to the windward, so ends.

Lat

Long

Tuesday Aug 32th

Commences with light breezes from the S. E. by S heading N. E. by E at 3 PM tacked ship heading S. by W under all sail the watch employed in bending studding sails. Middle part light breezes from the S. E. by E heading S. by W. at midnight tacked ship heading N. E. by E. Latter part light breezes with fine pleasant weather heading S. S. W.

Lat

Long

Wednesday Sep 2th

Commences with light breezes from the E. N. E. heading S. E. with fine pleasant weather the watch employed in fitting rigging Middle part light breezes from the E heading S. S. E. at 1 PM o'clock light breezes from the S. E. tacked ship heading S. N. E. at 3 o'clock tacked ship heading S. S. W. Latter part light airs but cloudy employed in fitting rigging & making spun yarn.

Lat 38.34 Long 34.04

Thursday Sep 3th

Commences with light airs from the S. S. E. heading S. N. with the watch employed in fitting rigging & making spun yarn at 4 PM tacked ship heading E. Middle S. Latter part light breezes from the S. S. W. steering E. S. E. with thick cloudy weather.

Lat

Long

Friday Sep 4th

Commences with light breezes from the S. W. steering E. S. E. with thick cloudy weather with a little rain. at 3 PM saw the Island of Fayal a head distance 22 miles. at 6 PM luffed to the wind heading W. N. W. Middle part light airs at 3 o'clock tacked in shore Latter part moderate breezes running for the land.

Lat by Obs

Long by Chron

Saturday Sept 5th 1846

Commences with strong breezes from the W. S.W steering S. & E along with the land for the Fort. At 10 M arrived at the Captains took a boats crew and went on shore and sent off the recruits. at Middle part strong breezes and squally laying off & on waiting for two Portuguese boatsteers who remained on shore. Latter part strong breezes & squally rainy weather. at 8 A.M the boat steers came on board. kept off steering S. so ends the watch employed in stowing away potatoes & onions. Lat Long

Sunday Sept 6th

Commences with moderate breezes from the N steering S under whole Topsails & Main Top Ballantail. with the watch employed in stowing away recruits & pickling onions. Middle & Latter part fine pleasant weather under all sail. Lat 36.33 Long 27.21

Monday Sept 7th

Commences with light airs from the N.E steering S under all sail with fine pleasant weather. Middle & Latter light airs from the W the watch employed in making baskets for onions, so ends Lat 35.50 Long 27.15

Tuesday Sept 8th

Commences with calm pleasant weather the watch employed in setting up rigging. at 5 P.M lowered the boats to practice pulling. Middle & Latter part light airs & pleasant the watch employed in fitting rigging. Lat 35.40 Long 27.00

Wednesday Sept 9th

Commences with variable winds & rainy weather heading to the South ward, the watch employed in fitting rigging. Middle & Latter part variable moderate breezes from the S.E heading S.S.W the watch employed in fitting rigging. Lat 34.38 Long 27.12

Thursday Sept 10th

Commences with light breezes from the S.E heading S.S.W the watch employed in fitting rigging. at 3 A.M saw a vessel heading to the E.N.E. Middle & Latter part light breezes from the E.S.E steering S the watch employed in fitting rigging and picking up spun yarn. so ends these 24 hours Lat by Obs 33.26 Long by Chron 27.15

Friday Sept 11th 1846

Commences with light breezes from the SE heading SSW under all sail. the watch employed in fitting rigging and picking up spun yarn. Middle & Latter part moderate breezes from the NNE heading from S to N. at 6 AM saw sperm whales lowered the boats but without success at 9 AM lowered the boats again but without success so ends these 24 hours employed in chasing whales. Lat 32. 46
Long No Obs

Saturday Sept 12th

Commences with moderate breezes from the SSE heading SNE at 3 PM saw two sperm whales lowered and got one took him along side and took in sail for the night Middle part rainy Latter part strong breezes all hands employed in cutting in the whale. so ends these 24 hours. Lat No Obs
Long

Sunday Sept 13th

Commences with strong breezes from the SW all hands employed in cutting in the whale. at 10 o'clock finished cutting. lashed every thing solid and got supper. Latter part strong breezes and squally with thunder & lightning & rain. at 2 o'clock commenced cutting up the junk. Latter part moderate breezes from the W steering S under all sail the watch employed in boiling clearing up decks and making preparations for boiling. so ends
Lat 32. 54 Long 27. 14

Monday Sept 14th

Commences with light breezes from the W steering S under all sail at 10 AM commenced boiling. Middle & Latter part light breezes with fine pleasant weather the watch employed in boiling.
Lat 31. 46 Long 26. 27

Tuesday Sept 15th

Commences with light breezes from the W by S steering S under all sail the watch employed in boiling. Middle & Latter part fine pleasant weather employed in cooping oil & washing ship. at 6 AM finished boiling. Lat 30. 59 Long 25. 51

Wednesday Sept 16th

Commences with light airs from the SSW heading S under all sail the watch employed in washing ship. Middle & Latter part fine pleasant weather the watch employed in breaking out Bread Water and cleaning out the pots & coolers. at 11 AM set the Fore Topmast Studding sail.
Lat by Obs 30. 33 Long by Chron

Thursday Sept 17th 1846

Commences with light breezes from the W. N. W. steering S under all sail with fine pleasant weather. Middle & Latter part light breezes from the N. E. at 7 A. M. passed a Barque steering to the S. W. so ends these 24 hours the watch employed in drawing yarns.

Lat 29.58 Long 24.53

Friday Sept 18th

Commences with moderate breezes from the N. E. steering S. W. under all sail the watch employed in drawing yarns and rathing down the Main Top. Ballant rigging. Middle & Latter part strong breezes from the E. steering S. by W. the watch employed in knotting yarns & fitting rigging. so ends these 24 hours.

Lat 27.01 Long 24.39

Saturday Sept 19th

Commences with strong breezes from the E. steering S. by W. under all sail the watch employed in knotting yarns. saw several ships steering to the Westward. Middle & Latter strong breezes with pleasant weather employed in fitting rigging and knotting yarns.

Lat 24.35 Long 24.17

Sunday Sept 20th

Commences with moderate breezes from the E. steering S. W. the watch employed in fitting rigging and knotting yarns. at 6 P. M. saw a ship steering S. by W. Middle & Latter part fine pleasant weather steering S. W. Lat 22.13 Long by Chron 23.55

Monday Sept 21th

Commences with moderate breezes from the E. steering S. W. under all sail. at 5 P. M. a ship showing English colours crossed our bows steering S. W. Middle & Latter part fresh breezes with overhanging clouds the watch employed in doing ships duty.

Lat 19.40 Long 23.35

Tuesday Sept 22th

Commences with fresh breezes from the E. steering S. under all sail. the watch employed in knotting yarns & fitting rigging. at 4 P. M. the steward while setting his tea table burst a blood vessel by coughing. at first blood came from off his stomach very free. Doct^r he is now very easy but little blood coming from off his stomach. Middle & Latter part strong breezes & squally rainy weather steering S. at 10 A. M. saw the Island the Island of Sal bearing S. by S distant 30 miles. so ends these 24 hours the watch employed in fitting rigging & various ships duties too numerous to mention.

Lat by Chron 17.09 Long by Chron 23.08

Wednesday Sept 23th

Commences with moderate breezes from the SSE heading SW with squally weather, at 6 PM Hook Schooner Kiram of Edgartown Capt Fisher bound to the Pacific Ocean. Middle part variable winds Latter part light breezes from the E steering S by N, at 9 AM saw the Island of Fogo, at 9 AM saw the Island of St. Jago. Lat 13.43 Long 23.44

Thursday Sept 24th

Commences with light airs & calm heading in for the land, the watch employed in fitting. Middle & Latter part light airs with fine pleasant weather beating to the S of St. Jago. windward. Lat Long

Friday Sept 25th

Commences with light airs from the NNE steering E, SE with St. Jago & the Island of Fogo in sight, at 4 PM sounded but found no bottom. Middle part light airs from the E steering S by E, at 2 o'clock hauled aback the head yards, at 3 o'clock wore ship standing in shore with the head yards aback, at 3 o'clock & ten minutes Lewis Armstrong, our steward of Philadelphia was taken with raising blood from his stomach for the third, 3 o'clock 20 minutes he expired with out a struggle. Latter part light airs with a very thick atmosphere steering along with the land, the carpenter employed in making a coffin. so ends these 24 hours.

Saturday Sept 26th

Commences with light airs from the SSE steering S by E with a very thick atmosphere, at 4 PM saw the Island of Fogo distant 6 miles bearing E, SE. Middle part moderate breezes from the SE, at 11 o'clock luffed in shore with the head yards aback Latter part fresh breezes running along with the land, at 7 AM arrived off the Trago Port, at 8 AM called all hands aft and read the stewards funeral sermon, at 8 1/2 AM the Captain went on shore, at 11 AM the boat came from off shore, and with another boat towed the corpse on shore, from there it was taken to the Protestant Cemetery and buried. so ends these 24 hours employed in laying off on.

Sunday Sept 27th

Commences with moderate breezes from the SE employed in laying off & on getting a few hoys off and bread a shore, at 12 PM the Captain came from off shore & kept off steering S by E. Middle & Latter part fine pleasant weather under all sail. Lat by Obs 13.56 Long by Chron

Monday Sept 28th 1846

Commences with light breezes from the E. N. E steering S. S. E under all sail, the watch with fine pleasant weather.

Middle & Latter part pleasant the watch employed in looking over the Potatoes picking out the poor ones. saw several Fin Back Whales. Lat by Obs 13. 06 Long by Chron 22. 24

Tuesday Sept 29th

Commences with light breezes from the E. N. E steering S. S. E with fine pleasant weather the watch employed in sorting over potatoes, during the after noon saw several Fin Back

Middle & Latter part pleasant employed in stowing down oil.

Lat 12. 46 Long 21. 47

Wednesday Sept 30th

Commences with light breezes from the W. N. W steering S. S. E the watch employed in washing ship. Middle & Latter part light variable winds with a little rain. Lat 11. 47

Long 20. 49

Thursday Oct 1st

Commences with light variable winds and squally rainy weather steering S. S. E Middle part the same steering S. Latter part moderate breezes from the S. W heading S. S. E with pleasant weather the watch employed in making sinnet.

Lat 10. 53 Long 19. 53

Friday Oct 2nd

Commences with moderate breezes from the S. W heading S. S. E with pleasant weather the watch employed in making spun yarn sinnet & beating up a mat. Middle & Latter part variable winds & squally rainy weather.

Lat 9. 50

Long

Saturday Oct 3rd

Commences with variable winds with rainy squally weather heading to the Southward. Middle & Latter part the same steering S. Long 18. 38 Lat 8. 32

Sunday Oct 4th

Commences with fresh breezes & squally weather steering S. by E. Middle part the same. Latter part moderate breezes with overcasts under all sail. so ends

Lat by Obs 7. 09 S Long by Chron

Monday Oct 5th 1846

Commences with squally rainy weather heading to the southward & Eastward under all sail. Middle & Latter part moderate breezes from the W. S. W. heading & under all sail.

Lat 6. 11 N

Long 16. 27

Tuesday Oct 6th

Commences with squally rainy weather steering & under all sail. Middle & Latter part light breezes from the N to the S. W. steering to the southward. so ends these 24 hours

Lat 5. 14

Long 15. 42

Wednesday Oct 7th

Commences with light airs from the S. S. W. heading S. E. under all sail the watch employed in middle sticking the Fly Gibb. Middle part light airs from the S heading W. S. W. Latter part light airs from the S. S. W. heading S. E.

Lat 4. 56 N

Long

Thursday Oct 8th

Commences with light variable winds with rainy weather heading to the southward. Middle part light breezes and rainy heading W. S. W. at midnight light breezes from the W. S. W. tacked ship heading S. Latter part moderate breezes from the S. W. heading S. E. under all sail.

Lat 4. 41 N

Long 14. 31

Friday Oct 9th

Commences with moderate breezes from the S. W. heading S. E. with rainy weather under all sail. Middle part light breezes but cloudy Latter part rainy. Lat 8. 06 N

Long

Saturday Oct 10th

Commences with light breezes from the W. S. W. steering S. S. W. with thick rainy weather. at 3 P. M. calm. Middle part moderate breezes from the S. W. by S heading S. E. by S with pleasant weather. Latter moderate breezes from the S heading S. E. at 10 A. M. tacked ship heading W. S. W. under all sail.

Lat 8. 06 N

Long

Sunday Oct 11th

Commences with moderate breezes from the S. S. W. heading W. S. W. under all sail. Middle & Latter part moderate breezes from the S. S. W. heading W. under all sail with fine pleasant weather. so ends these 24 hours

Lat by Obs 3. 33 N Long by Chron 14. 03

Monday Oct 12th 1846

Commences with moderate breezes from the S heading
W. S W under all sail with fine pleasant weather
Middle part the same Latter part fresh breezes but
pleasant the watch employed in trimming ship.

Lat 3.00 N Long 15.06

Tuesday Oct 13th

Commences with moderate breezes from the S heading
W. S W with pleasant weather the watch employed in
trimming ship. Middle & Latter part fine pleasant
weather employed in breaking out the After hole for
provisions & rigging. so ends these 24 hours. Lat 2.31 N
Long 16.09

Wednesday Oct 14th

Commences with moderate breezes from the S heading
W. S W under all the watch employed in out the After
hole for Butter but without success. Middle & Latter
part fine pleasant weather employed in making
scrub brooms & fitting rigging. Lat 2.07 N Long 17.24

Thursday Oct 15th

Commences with light breezes from the S heading
W. S W under all sail the watch employed in fitting rig-
ging. Middle part light breezes from the S. S E heading
S W. Latter part fine pleasant weather the watch
employed in setting up rigging. Lat 1.29 N
Long 18.22 N

Friday Oct 16th

Commences with light breezes from the S heading W. S W.
under all sail, the watch employed in setting up
rigging. Middle & Latter fine pleasant weather, with
light breezes from the S. S E heading S W. the watch
employed in fitting rigging. Lat 00.52 N
Long 19.08 W

Saturday Oct 17th

Commences with light breezes from the S. S E heading
S W under all sail, the watch employed in fitting
rigging. Middle & Latter part fine pleasant weather
employed in breaking out Water & Butter, & fitting
rigging. so ends these 24 hours.

Lat by Obs 00.10 S Long by Chron 19.46 W

Sunday Oct 18th 1846

Commences with light breezes from the S. S. E heading S. W under all sail the watch employed in fitting rigging. Middle & Latter part fine pleasant weather. Lat 1. 27 S Long 20. 09 W

Monday Oct 19th

Commences with light breezes from the S. S. E heading S. W under all sail with fine pleasant weather. Middle & Latter part moderate breezes from the S. E heading S. S. E with pleasant weather, employed in fitting spare boats & knotting yarns, so ends these 24 hours. Lat 2. 50 S Long 20. 47 W

Tuesday Oct 20th

Commences with moderate breezes from the S. E heading S. S. W under all sail the watch employed in fitting rigging & spare boats. Middle & Latter part fresh breezes & squally weather employed in knotting yarns. Lat 4. 14 S Long 21. 33 W

Wednesday Oct 21th

Commences with moderate breezes from the S. E heading S. S. W under all sail, the watch employed in knotting yarns for bone & fine yarn. Middle & Latter part fine pleasant weather employed in various ships duty. Lat 5. 42 S Long 22. 13 W

Thursday Oct 22th

Commences with light breezes from the S. E heading S. S. W under all sail the watch employed in knotting yarns & various other ships duty. Middle & Latter part fine pleasant weather employed in fitting rigging fitting boats & knotting yarns. Lat 7. 23 S Long 22. 48 W

Friday Oct 23th

Commences with moderate breezes from the S. E heading S. S. W under all sail, with pleasant weather employed in fitting rigging & knotting yarns. Middle & Latter part fine pleasant weather employed in making bone & fine yarn, and making preparations for painting spare boats, so ends these 24 hours.

Lat by Ob 9. 09

Long by Chron 23. 14 W

Saturday Oct. 24th 1846

Commences with moderate breezes from the S.E. by S heading S by W under all sail, the watch employed in making bone spun yarn. Middle & Latter part fine pleasant weather employed in making spun yarn & fitting rigging. Lat 10.49 S Long 23.39 W

Sunday Oct. 25th

Commences with moderate breezes from the S.E. by E heading S by W under all sail employed in making spun yarn & reaving, some new running rigging. Middle & Latter part fine pleasant weather with a nice pleasant breeze heading S by W. Lat 12.44 S Long 24.14 W

Monday Oct. 26th

Commences with light pleasant trades heading S.S.W under all sail with fine pleasant. Middle part the same. Latter part light breezes from the E.S.E heading S, the watch employed in knitting & drawing yarns. Lat 14.10 S Long

Tuesday Oct. 27th

Commences with light airs from the S.E. by E heading S by W under all sail, employed in knitting & drawing yarns. Middle & Latter part fine pleasant weather employed in painting the spare boats & making spun yarn. Lat 16.24 S Long

Wednesday Oct. 28th

Commences with light breezes from the E by S steering S, the watch employed in painting spare boats & making spun yarn. Middle & Latter part cloudy the watch employed in making spun yarn and performing various other duties. Lat 16.55 S Long 24.47 W

Thursday Oct. 29th

Commences with moderate breezes from the E.S.E heading S with a heavy swell from the S.E. at 12 P.M. bent a new Mizen Top. Gallantsail. the watch employed in making & picking up spun yarn & painting the Starboard quarter boat. Middle & Latter part fine pleasant breezes from the E by N steering S. at meridian saw a Whale spout 3 times. so ends. Lat 18.28 S Long

Friday Oct 30th 1846

Commences with light breezes from the E by N steering
Sunder all sail, the watch employed in various ship's
duties to numerous to mention. Middle & Latter part
fine pleasant weather employed in painting the
Starboard & quarter boat, so ends with a ship on the Starboard
bow standing to the Eastward. Lat 19. 35 S
Long 24. 27 W

Saturday Oct 31th

Commences with light airs from the N. N. W steering S by E
under all sail, the watch employed in fitting rigging &
picking up spun yarn. Middle & Latter part fine
pleasant weather employed in bending the sails afresh
& painting the monkey & false rails. Lat by Obs. 19. 56 S
Long by Chron 24. 16 W

Sunday Nov 1st

Commences with light airs from the N. W steering S E
under all sail, the watch employed in painting the
false & main rails. Middle part calm. Latter part light
airs from the N. W steering S E with fine pleasant weather.
Lat 20. 14 S Long 23. 57 W

Monday Nov 2nd

Commences with light airs & calm steering S by E with
fine pleasant weather. Middle & Latter part pleasant
with light breezes from the N E steering S. the watch employed
in fitting rigging. Lat 21. 15 S Long 23. 51 W

Tuesday Nov 3rd

Commences with light breezes from the N. N. E steering S
under all sail, with fine pleasant weather the watch employed
in bending lower studding sail & various other ship's duties.
Middle & Latter part light airs and calm the watch employed
in picking out poor potatoes. Lat 22. 02 S
Long

Wednesday Nov 4th

Commences with light breezes from the N. N. E steering S
the watch employed in fitting whaling gear, at 3 AM light
breezes from the N. N. W brace the yards & shifted over the studding
sails. Middle part light breezes from the N. W. Latter part com-
menced with light breezes from the N. W. at 7 AM the hauled to
the S. S. E hauled in the studding sails & brace up the yards
heading E. so ends with cloudy weather. no observation. Lat 22. 10 S

Thursday Nov 5th 1846

Commences with moderate breezes from the S. S. E. heading S. under all sail, with thick rainy weather, at 4 P. M. strong breezes took in the Mizen & Ballantails & Fly Sill at 5 P. M. breezes on double reefed the Topsails Middle & Latter part light gales from the S. E. heading S. S. W. so ends with thick rainy weather, no Obs.

Friday Nov 6th

Commences with thick heavy & rainy weather, with the wind from the S. by E. heading S. by W. under double single reefed Topsails Mainsail & Sill. Middle part strong and squally took in the Sill. Latter part more moderate, set the Sill. Lat. 24. 44 N

Saturday Nov 7th

Commences with fresh breezes from the E. by S. steering S. under whole Topsails Mainsail & Sill. at 11 P. M. saw a Barge steering to the S. W. Middle & Latter part moderate breezes with fine pleasant weather, the watch employed in breaking out for corn. Lat. 26. 09 N Long 24. 04 W

Sunday Nov 8th

Commences with moderate breezes from the S. E. heading S. S. W. under all sail, employed in making preparations for whaling. Middle & Latter part cloudy with showers of rain heading S. by W. so ends. No Obs. Lat Long

Monday Nov 9th

Commences with moderate breezes from the E. S. E. heading S. under all sail, with cloudy & rainy weather. Middle & Latter part. Middle part the same. Latter part moderate breezes from the N. E. steering S. under all sail, with thick rainy weather. so ends these 24 hours. No Obs.

Tuesday Nov 10th

Commences with moderate breezes from the N. E. steering S. under all sail with cloudy & rainy weather. at 2 P. M. saw a ship steering to the Eastward. Middle part the same. Latter part strong breezes from the E. N. E. hauled in the Top Ballant Shudding & furled the Fly Sill & Main Bogyals, so ends with cloudy weather, with a little rain. No Obs.

Wednesday Nov 11th 1846

Commences with strong breezes from the ESE & usually
weather steering S. at 2 P.M. took in the Top Gallantsails
& double reefed the Main Top sail. at meridian hauled
in the Fore Top Mast studding sail. Middle & Latter part
moderate gales. at 7 A.M. steered N by E. Lat 33. 36 N
Long 23. 30 W

Thursday Nov 12th

Commences with moderate gales from the NE steering N by E
at 10 A.M. took in the Fore & Main Top Gallantsail, double
reefed the Topsails & luffed to the wind heading E. SE.
Middle & Latter part strong breezes from the NNE steering
E. SE. at 11 A.M. had the winds from the N. made all sail.
Lat 34. 14 N Long 20. 40 W

Friday Nov 13th

Commences with strong winds from the N steering E. SE
under all sail. at 4 P.M. set studding sail. Middle & Latter
part moderate but thick hazy weather. Lat 34. 58 N
Long 17. 52 W

Sunday Nov 14th

Commences with moderate winds from the NNE steering S by E
under all sail. at 4 P.M. had the wind from N by E. set the
Lower studding sail. Middle & Latter part fine pleasant
weather steering along under all sail. Lat 35. 59 N
Long 14. 54 W

Sunday Nov 15th

Commences with moderate breezes from the N with fine
pleasant weather steering S by E under all sail. the
watch employed in getting out water. Middle part
moderate. hauled in the studding sail & clewed up the
Main Royal. Latter part the same under all sail. at 8 A.M.
saw sperm whales. the Larboard boat struck & drew.
also saw a right whale.

Lat Long



at 10 A.M. saw the
Isle of Tristan de
Cunha bearing
186. 8. 30 W

Monday Nov 16th

Commences with light winds from the N. NW steering S by
E. for the Island under all sail. Middle part standing
off on shore under Topsails & Main sail. Latter
part moderate breezes under all sail. at 5 P.M. spoke
Ship Florida of New Bedford with 100 bls of
oil. A.M. saw several right whales. the Waste boat struck
& sunk. sounds these 24 hours. Lat Long

Tuesday Nov 17th 1846

Commences with fresh breezes from the N.W. employed in beating to the windward. at 12 P.M. saw the Ship Florida take a whale. Middle & latter part strong winds double reefed the topsails & furled the mainsail. Latter part the same. at 8 A.M. spoke Ship Florida. the Capt. went on board & the mate came here, so ends these 24 hours.

Wednesday Nov 18th

Commences with strong winds from the N.W. beating to the windward. at 10 P.M. saw a right whale to suggest to lower at 8 P.M. fresh gales. the mate of the Florida went on board of his ship. the captain thinking it to rugged for a boat to come on board had it taken in on board of the Florida for the night. at 12 P.M. Capt. Howell run down our stern and gave Mr. Hooper orders how to work the ship. Middle & latter part moderate. at 6 A.M. the captain came on board. saw several Fin Backs. so ends these 24 hours with 3 ships & the land in sight.

Thursday Nov 19th

Commences with light winds from the N. beating to the windward. at 8 P.M. Capt. Gray of the Ship Florida came on board. Middle part moderate breezes from the N.N.W. heading S.W. Latter part variable winds from the N. beating up to the land. at 10 A.M. spoke Ship Richmond of Cold Springs Capt. Kuter employed in cutting a whale.

Friday Nov 20th

Commences with variable winds employed in beating the ship round to the Westward of the Island. Middle & latter part strong breezes beating to the windward. Latter part strong breezes & squally ^{steering} along with the land. saw 2 ships.

Saturday Nov 21st

Commences with strong winds from the N. steering E by N. at 1 P.M. spoke Ship George of Fairhaven Capt. Master. 10 days from home with 40 barrels of whale oil. Middle & latter part strong breezes from the N.W. steering to the Northward & Eastward. saw several Fin Backs. at 10 A.M. spoke Ship George. so ends with thick haze & rainy weather.

Sunday Nov 22th 1846

Commences with strong winds from the NW steering E. SE with thick cloudy weather. at 2 P.M. saw a right whale. lowered the boats but without success. at 3 P.M. strong winds from the NW heading to the SE. Middle & Latter part variable winds with fine pleasant weather. at 8 P.M. lowered the boats for a right whale. but without success. saw two hump backs. Lat 37° 17' S Long 108° 22' W

Monday Nov 23th

Commences with calm & light variable winds, with pleasant weather. saw a fin Back. the Middle part of the 12th commenced taking sail & standing. boats crew watches. Middle part moderate under double reefed Topsails. Latter part strong winds & rugged. saw three hump backs. so ends. Lat 37° 17' S Long 108° 58' W

Tuesday Nov 24th

Commences with strong winds from the NW steering SE by E under whole Topsails Gibe & Mainsail. saw plenty fin Backs. at 6 P.M. catch a porpoise. Middle part equally steering SE double reefed the Fore & Mizen Topsails & single reefed the Main Topsails. lost a lower studding sail boom from along side. Latter part more moderate. turned the reefs out of the Fore & Main Topsails. so ends with rugged weather.

Lat 37° 25' S Long 109° 4' W

Wednesday Nov 25th

Commences with moderate breezes from the SE by E steering E at 2 P.M. turned the reefs out the Mizen Topsail & set the Fore & Main Gaffallantails. saw several fin backs. Middle & Latter part light winds from the SE & calms. saw several right whales lowered the boats & got two. so ends these 24 hours employed in towing whales.

Lat 36° 43' S Long 109° 16' W

L.B.

Thursday Nov 26th

Commences with calm pleasant weather employed in towing the above whales to the ship. at 5 P.M. took them along side. got supper & broke out 45^{lb} sperm of oil. then set the watch. Middle & Latter part fine pleasant weather employed in cutting in the whales. so ends.

K.B.

Friday Nov 27th 1846

Commences with light breezes from the N with fine pleasant weather employed in cutting at 3 P.M. finished, made sail & stood to the N.N.W. saw several fin backs. Middle part moderate. Latter part fresh breezes & rugged. saw several fin backs. boiling. Lat 36.08 S Long 127.08 W

Saturday Nov 28th Long 122.2 W

Commences with fresh breezes from the N.W. heading N.N.E under short sail employed in boiling. saw fin backs. Middle & Latter part moderate. saw a great many fin backs, hump backs & one right whale going quick to the windward. lowered the boats but without success. so ends employed in boiling.

Lat 36.09 S Long 121.1 W

Sunday Nov 30th

Commences with light winds from the westward with pleasant weather. employed in boiling. saw several right whales lowered once but without success. Middle part winds. Latter part light breezes heading to the southward. saw several fin backs. so ends employed in boiling.

Lat 36.11 S Long 120.48 W

Monday Nov 30th

Commences with light airs from the Westward heading to the Southward. employed in boiling. saw several fin backs & two right whales lowered but without success. at 5 P.M. finished boiling. Middle & Latter part light breezes & pleasant. employed in stowing down oil. saw fin backs & one ship. so ends. 36.18 S

Tuesday Dec 1st

Commences with light winds from the N by E heading S.W. by W. all hands employed in stowing down oil. at 4 P.M. saw a right whale going quick to the windward. Middle & Latter light airs & pleasant. saw fin backs.

Lat 36.49 S

Wednesday Dec 2nd

Long 123

Commences with light airs from the W heading S.W. with fine pleasant weather employed in scraping bone. saw fin backs at 5 P.M. steered S.E. by E. Middle & Latter part fine pleasant weather. at 10 A.M. lowered the boats for a right whale but without success.

36.54 S 124.4 S

123 W

Thursday Dec 3rd 1846

Commences with light breezes from the W. N. W. steering S. E. saw three right whales. lowered the boats for one but without success. at 11 P. M. shortened sail for the night. at 12 P. M. luffed to the winds with the head yards aback. latter part light airs from the N. E. W. steering S. E. at 5 P. M. lowered the boats for a right whale but without success. at meridian saw a breach 7 miles off. so ends. Lat

Friday Dec 4th

Commences with light winds from the N. E. W. running for the above white water. at 10 A. M. perceived them. to be sperm whales. lowered the boats struck the three, saved one. took him to the ship and cut him in. Middle part fresh breezes standing to the N. E. Latter part strong winds from the S. by W. steering S. E. employed in clearing away the whales head. so ends.

36. 45

8 miles N

L. B

15

Saturday Dec 5th

Commences with fresh winds from the N. E. W. steering S. E. employed in boiling. at 2 P. M. saw a ship a stern steering S. by E. Middle part strong breezes steering S. by E. at 4 P. M. the wind hauled to the S. W. at 5 o'clock took in the Fore & Main top Gallantails. latter part strong breezes & rugged. at 11 P. M. finished boiling. so ends.

37. 15

3. 45 E

Sunday Dec 6th

Commences with light gales from the S. W. steering S. by E. with pleasant but rugged weather. at 2 P. M. double reefed the Main top sail. Middle part fair took in the Main top Gallantails. latter part strong winds from the S. W. steering S. E. & set the Main top Gallantails. so ends.

Lat 37. 10

Long 6. 50 E

Monday Dec 7th

Commences with fresh breezes from the S. by W. steering S. E. at 11 P. M. set the Fore & Main top Gallantails. Middle part moderate winds from the S. Latter part moderate breezes from the S. E. heading S. the watch employed in stowing down oil & purifying ship. so ends these 24 hours.

Lat by Obs

Long by Chron.

Tuesday Dec 8th 1846

Commences with moderate breezes from the S E heading E N E with cloudy weather. the watch employed in breaking out for Tow line. afterwards runs 4 shots of line. Middle & Latter part fresh breezes from the W E heading E N E with pleasant weather.

Lat 35° 12' N

Long 9° 15' E

Wednesday Dec 9th

Commences with fresh breezes from the S E heading E N E S. at 12 noon ship heading S. S. W. the cooper employed in making a line tub & tea bucket.

Middle & Latter part moderate breezes from the S E by S heading S W by S with fine pleasant weather under all sail. so ends. Lat 36° 42' N

Long 8° 53' E

Thursday Dec 10th

Commences with light breezes from the S E heading E under all sail with fine pleasant weather. coiled a spare line. Middle & Latter part light airs & calm the watch employed in washing ship. so ends.

Lat 36° 40' N

Long 9° 58' E

Friday Dec 11th

Commences with moderate breezes from the W. S W steering S E by S the watch employed in washing ship. Middle part light variable winds with thick misty weather. Latter part fresh breezes from the S W under all sail. so ends. Lat 37° 40' N

Long 12° 26' E

Saturday Dec 12th

Commences with fresh breezes from the W. S W steering S E by S under all sail. at 5 P M course S E Middle part the same. Latter part fresh breezes from the W. S W with pleasant weather the watch employed in breaking out for bread & water. so ends. Lat 38° 15' N

Long 15° 57' E

Sunday Dec 13th

Commences with strong breezes from the W. S W steering S E under all sail with pleasant, rugged weather. at 1 P M hauled a dead whale. at 6 P M (breasing) on, took in the bow boat & turned up the waste boat. took in the Main Royal, Mizen & Sallantsail & double reefed the Mizen & Sallantsail. at 7 P M saw a ship steering E Middle & Latter part more moderate under all sail.

Monday Dec 14th 1846

Commences with strong breezes from the N. E. N. steering
S. E. & under all sail with cloudy & rugged weather
Middle part strong winds, with some rain. at 4 o'clock the
wind shifted to the West. Latter part moderate breezes
from the N. E. N. steering S. E. by E the watch employed in
mending the Fore Top Gallant sail. so ends. Lat 39° 30' N
Long

Tuesday Dec 15th

Commences with moderate breezes from the S. N. heading
S. E. the watch employed in mending the Fore Top Gallant
sail. at 3 P. M. finished & bent it & sent down the Main
Royal. at 4 P. M. raining. Middle part pleasant with light
airs. Latter part light airs from the S. E. the ship
heading E. employed in mending the Foresail. so ends.
Lat 39° 00' N Long

Wednesday Dec 16th

Commences with light airs from the S. E. heading E. N. E.
with fine pleasant weather. the watch employed in
mending sail. at 1 1/2 P. M. lowered the boats for Black
Fish. early five, took them to the ship, skinned them
& washed off decks. Middle & Latter part moderate winds
from the S. heading E. S. E. employed in mending the
Foresail. at 11 P. M. finished & bent it. so ends.

Lat 37° 18' N

Long 26° 11' E

Thursday Dec 17th

Commences with fresh breezes from the S. E. by E heading
S. N. by N. took in the Top Gallant sails. Middle & Latter
part more moderate under all sail. at 6 P. M.
commenced boiling black fish blubber. so ends with
fine pleasant weather. Lat 38° 33' N

Friday Dec 18th

Commences with light airs from the E. S. E. heading S.
with fine pleasant weather employed in boiling. at
1 P. M. finished. at 3 P. M. saw a right whale. got the
same, took him to the ship & cut him up. Middle
part calm. Latter part the same. the watch
employed in cutting up blubber & mending the
Main sail. so ends these 24 hours.

Lat by Obs 38° 52'

Long by Chron 27° 12'



Saturday Dec 19th 1846

Commences with light airs from the N. E. W. steering S. E. with fine pleasant weather, the watch employed in mending the Mainsail. at 4 P. M. finished & bent it. Middle & latter part fresh breezes steering S. E. by S. so ends.

Lat 39.30 N

Long 30.15 E

Sunday Dec 20th

Commences with fresh breezes from the N. E. W. steering S. E. by E. with pleasant weather. Middle light winds under all sail. Latter part light airs with fine pleasant weather steering from S. E. by E to S. E. saw whales of some kind & one ship. so ends.

Lat 39.20 N

Monday Dec 21st Long 32.37

Commences with light airs from the N. E. W. steering S. E. with fine pleasant weather. Middle part moderate breezes from the N. steering S. E. Latter part pleasant employed in boiling, at 10 P. M. huffed to the S. so ends.

Lat 39.43 N

Long 34.53

Tuesday Dec 22nd

Commences with moderate breezes from the N. E. W. steering S. E. with fine pleasant weather employed in boiling, at 3 P. M. copied & Middle part fresh breezes, at 3 o'clock finished boiling. Latter part fresh breezes & rugged steering S. by E.

& P

Lat 41.38, 37.30 E

Wednesday Dec 23rd

Commences with breezes from the N. by W. steering S. E. by E. under all sail, at 2 P. M. saw a right whale, lowered the boats but without success. Middle part fresh breezes & rainy, carried away the fly & the jib boom. Latter part had the wind from the S. W. so ends these 24 hours.

41.55 N

41.33 E

Thursday Dec 24th

Commences with fresh breezes from the S. W. steering S. E. by E. the carpenter engaged in splicing the fly & the jib boom. Middle part moderate. Latter part light breezes employed in chasing sperm whales, so ends these 24 hours with one boat fast, and had parted the line from another.

41.57 N 43.20 E

Friday Dec 25th 1846

Commences with light airs from the S. E. & N. E. employ-
ed in chasing sperm whales, killed the above whale
& took him to the ship. Middle part lay by
 Latter part cut in the whale, made sail & stood to
 the S. E. so ends employed in clearing away the head.
 Lat 41.57 S

Saturday Dec 26th

Commences with moderate breezes from the N. E.
 steering S. E. & S. with cloudy weather, the watch employed
 in clearing up decks & boiling. Middle part fresh breezes
 took in the Fore & Main top Sallantails. Latter part
 light gales, rainy & rugged weather employed in boiling
 at 11 A.M. double reefed the top sails, so ends.

Sunday Dec 27th

Commences with light gales from the N. E. & S. E. steering
 S. E. & S. with rainy & rugged weather employed in
 boiling at 1 P.M. finished, cleared up decks & washed
 off. at 4 P.M. strong winds from the W. N. W. set whole
 top sails, Fore & Main top Sallantails. at 10 P.M. set third
 in sails. Middle part moderate. Latter part the same.
 Lat 42.25 S Long 51.08

Monday Dec 28th

Commences with moderate breezes from the W. N. W.
 steering S. E. & S. under all sail with fine pleasant
 weather. Middle & Latter part light airs & calms. all
 hands employed in stowing down at with fine pleasant
 weather. so ends.
 Lat 42.32 S

Tuesday Dec 29th

Commences with light airs from the S. E. & N. E. heading
 S. E. with fine pleasant weather employed in stowing
 down sperm & whale oil. Middle part the same.
 Latter part light breezes & thick foggy weather the watch
 employed in clearing up decks. so ends.

Wednesday Dec 30th

Commences with light breezes from the N. steering S. E. & N. E.
 with thick foggy weather the watch employed in
 washing off decks. Middle part moderate breezes from
 the S. E. heading S. Latter part had the wind
 from the S. E. heading N. E. with thick foggy weather
 the watch employed in mending the rig.

Thursday Dec 31st 1846

Commences with moderate breezes from the S.E. heading E.N.E. under all sail with thick foggy weather. Middle part the same. Latter part light winds from the E.S.E. heading S with thick foggy weather, under all sail. so ends this year.

Friday Jan 1st 1847

This year commences with light breezes from the N.W. steering S.E. under all sail, with thick foggy weather. the watch employed in washing clothes & setting up lances at 1 P.M. killed two hogs.

Middle part fresh breezes from the N.W. steering S.E. & latter part strong breezes from the W. with rugged & cloudy weather. at 9 A.M. took in the Main Royal & Main Top Gallant Studding sail, Mizen Top Gallant sail & single reefed the Mizen Top sail. so ends these 24 hours. Lat

Sunday Jan 2nd

Commences with strong winds from the N.W. steering S.E. & with pleasant but rugged weather. Middle part the same. Latter part moderate winds from the N with fine pleasant weather, the watch employed in sending out the Fly jib boom, so ends.

Lat 42. 30 N

Long 62. 44 E

Sunday Jan 3rd

Commences with moderate breezes from the N.W. steering S.E. & under all sail with fine pleasant weather the watch employed in setting up the staying the Fly jib boom. at 4 P.M. had the winds from the N.W. by N. Middle part rainy. at 12 o'clock the wind passed to the N.E. & N. braced round the yards & shifted over the Studding sails. Latter part moderate breezes with fine pleasant weather.

Lat 42. 29

Long 61. 23 E

Monday Jan 4th

Commences with moderate winds from the N. steering S.E. & E. Middle part light breezes from the N.W. Latter part light breezes from the N.E. steering S.E. & under all sail with fine pleasant weather.

Lat by Obs 42. 22 N

Long 61. 31 E

Tuesday Jan 5th 1847

Commences with light winds from the N.E. N.W.
steering S.E. by E under all sail with fine pleasant
weather the watch employed in picking drum
Middle part moderate winds & pleasant.
Latter part moderate breezes from the N. with hazy
& cloudy weather, the watch employed in picking drum.

Wednesday Jan 6th

Commences with moderate breezes from the N.E. N.W.
steering S.E. with hazy & cloudy weather, the watch
employed in picking drum. Middle part strong
breezes from the N. with a little rain. Latter part
strong breezes from the S.E. with overhanging clouds
steering S.E. by E.

Thursday Jan 7th

Commences with strong breezes from the N.E. N.W.
with cloudy & rugged weather steering S.E. by E. at 11 A.M.
breezing on took in the fore & main sails & double reefed
the main topsail. Middle part more moderate
Latter part light breezes & pleasant the watch employed
in fitting a few main topsail, so ends.
Lat 42.25 Long 75.35

Friday Jan 8th

Commences with light breezes from the S.E. heading
S.E. under all sail with fine pleasant weather, the
watch employed in fitting a main topsail finished &
bent it. Middle & Latter part moderate breezes from
the N.E. N.W. with fine pleasant weather the watch em-
ployed in mending the main topsail, so ends.
Lat 42.46 Long 80.28

Saturday Jan 9th

Commences with light winds from the N.E. N.W. with
fine pleasant weather steering S.E. under all sail
the watch employed in mending sail.
Middle part moderate breezes from the N.E. N.W.
Latter part fresh breezes but pleasant saw one
right whale lowered the boats but without success
so ends these 24 hours steering Ship S.E.
Lat by Obs 43.18 Long by Chron 82.50

Sunday Jan 17th 1846
Commences with fresh breezes from the N.E. & N.W.
steering S.E. & under all sail. at 3 P.M. the wind
shifted to the N. & backed round the yards &
shifted over the studding sail. Middle & Latter
part strong breezes & squally took in the Top
Ballantsail, Foremast studding sail & double reefed
the Mizen Topsail. so ends these 24 hours.

Lat 43, 47 N Long 86, 59 E

Monday Jan 18th
Commences with strong breezes from the N.E. & N.W.
with clear but rugged weather, steering S.E. & E.
at 2 P.M. set the Fore & Main Top Ballantsail
& Top Mast studding sail. Middle part squally
Latter part moderate breezes from the N. under
all sail with pleasant but rugged weather.

Lat 45, 15 N Long 91, 15 E

Tuesday Jan 19th
Commences with moderate breezes from the N.E. & N.W.
with clear but rugged weather, steering S.W. & E.
under all sail. Middle & Latter part strong
breezes & cloudy, took in the Fore & Mizen Top
Ballantsail & double reefed the Mizen Topsail. at
9 o'clock last evening carried away one foremast stud-
ding sail boom. so ends these 24 hours.

Lat 44, 51 N Long 91, 25 E

Wednesday Jan 20th
Commences with strong winds from the N.E. & N.W.
steering S.W. & under all sail with pleasant but
rugged weather. Middle & Latter part thick misty
weather with fresh breezes from the N.E. & N.W.
the watch employed in mending the jib.

Thursday Jan 21st
Commences with fresh winds from the N. steering
S.W. & under all sail with thick hazy weather.
Middle & Latter part strong winds from the S.W.
at 9 A.M. squally took in the Top Ballantsails
& double reefed the Topsails. so ends the watch emp-
loyed in mending Main Top Ballantsail.

Lat 45, 48 N Long 103, 16 E

Friday Jan 15th 1846

Commences with strong breezes from the S steering E. S. E under double reefed Topsails, the watch employed in mending the Main Top Sallant sail, finished & bent it at 7 o'clock more moderate made all sail. Middle part fresh breezes from W. Latter part strong breezes from S. S. E hauled in Studding sails & double reefed the Mizen Top sail so ends with thick hazy weather.

Saturday Jan 16th

Commences with fresh gales from the N. E. W. with rugged & cloudy weather steering E. S. E. at 3 P. M. a boy by the name of Charles Mendal fell from off deck into the Fore Hole which caused a slight wound on the back part of his head, at 4 O. M. turned up the Larboard & Mast boats, Middle part squally took in the Top Sallant sails. Latter part the same so ends. A. M. double reefed T. Top sail.

Lat 43. 42

Sunday Jan 17th

Long 112. 37

Commences with moderate gales from the N with pleasant but rugged weather steering E. S. E under whole of Main Top sail & double reefed Fore & Mizen Top sails & Fore sail. Middle part squalls more moderate turned the reef out the Fore Top sail & set a double reef Mizen Top sail. Latter part the same steering E by S. so ends

Lat 43. 55 S

Long 114. 50 E

Monday Jan 18th

Commences with fresh breezes from the N with squalls of rain, hail & wind, set the Mainsail, Main Top Sallant sail & jib steering E. by S. Middle part the same. Latter part fresh breezes from the N. E. W. steering E. by S. under all sail the watch employed in breaking out for Provision & Cordage. so ends these 24 hours. Lat 41. 15 S

Long 120. 59 E

Tuesday Jan 19th

Commences with fresh breezes from the N. E. W. with both cloudy & rugged weather steering E. by S. under all sail the watch employed in rearing new Fore braces & Main Top sail braces & stowing off the after Hole & breaking out for oil. Middle part the same steering E. by S. Latter part fresh breezes from the N. E. W. steering E. by S. the watch employed in mending the Main Top sail. so ends these 24 hours

Wednesday Jan 20th 1848

Commences with strong breezes from the N^W with thick hazy weather steering E. by S at 4 P.M. breezing on took in the Top Ballantails & double reefed the Topsails. at 6 P.M. fresh gales took in the Mizen Topsail, Mainsail & jib. Middle part strong gales took in the Fore Topsails. at midnight a heavy sea came on board & broke down the Bow boat. took the craft out of her & cut her a drift. Latter part strong gales & squally. at meridian reefed the Main Topsail over, & reefed the Foresail so ends these 24 hours. Middle part closed reefed the Main Topsail.

Thursday Jan 21st

Commences with strong gales from the N^W with heavy squalls steering E. by S under close reefed Main Topsail & reefed Foresail. Middle part more moderate turned the reefs out the Foresail. Latter part moderate winds from the N^W turned the reefs out the Fore & Main Topsail & set the jib. at 8 P.M. luffed to the wind with the Main Topsail aback to mend the Fore Topsail.

Lat 47.17 S

Long 132.48 E

Friday Jan 22nd

Commences with moderate breezes from the N^W with squally & rainy weather steering E. sent up the Fore Topsail & took in the Ketch boat to mend which was stove during the last gale. at 5 P.M. set the Fore & Main Top Ballantails. Middle part fresh breezes from the N^W with squally weather. took in the Top Ball sail. Latter part fine pleasant weather set the Top Ballantails. at 8 P.M. sent in the Fore Topmast stay sail so ends these 24 hours. Lat 47.07 S Long 132.07 E

Saturday Jan 23rd

Commences with moderate breezes from the N^W with squalls of rain steering E. N. under all sail. Middle part moderate breezes from the N^W with over hanging clouds. Latter part fresh breezes & thick hazy weather. took in the Studding sails & Fore & Mizen Top Ballantails & double reefed the Mizen Topsail so ends.

Sunday Jan 24th 1847

Commences with strong winds from the N with thick
hazy weather steering E. N. took in the jib & double
reefed the ^{Fore} Top sails & single reefed the Main & sail
Middle, rainy. at 10 o'clock had the wind from the N. E. N. turned
the reefs out the Fore & Main Top sails & set the Main Top Sallantail.
Latter part moderate breezes set studding sails. had cloudy & rainy
weather. so ends.

Lat 47. 41. Long 144. 24

Monday Jan 25th

Commences with moderate breezes from the N with cloudy & rainy
weather steering E. by N at 8 A M course E. N. E Middle part the
same. Latter part moderate breezes from the N. E. N steering
E. N. E with fine pleasant weather. the watch employed
in stowing off the after hold. so ends.

Tuesday Jan 26th

Commences with moderate breezes from the N steering
E. by N under all sail with fine pleasant weather the
watch employed in stowing off the after hold. at 4 P M
had the wind from the N. W. at 6 P M from the N. N. W.
Middle part winds from N to N. W with cloudy weather.
Latter part moderate breezes from the N. N. W with squalls of
rain & hail, the watch employed in making stowage between
decks beat the Main mast so ends these 24 hours. Lat 47. 04 S

Wednesday Jan 27th

Commences with fresh breezes from the N. N. W with cloudy weather
& squalls of rain steering E. by N under all sail. Middle part strong
breezes & rugged took in the Fore & Main Top Sallantail.
Latter part the same steering E. N. E. so ends these 24 hours.

Thursday Jan 28th

Commences with strong winds from the N. W with thick
cloudy weather steering E. N. E under whole Fore & Main Top sails
jib & Main sail & double reefed Mizen Top sail.
Middle & Latter part moderate breezes with fine
pleasant weather under all sail. so ends these 24 hours.

Lat by Obs 46. 49 S

Long by Chron 152. 15 E

Friday Jan 29th 1847

Commences with light breezes from the W with fine pleasant weather steering ENE under all sail.

Middle & latter part light airs & calm the watch employed in breaking out for bread & water. sounds.

Lat 46.37

Long 168.31 E

Saturday Jan 30th

Commences with light airs from the N. N. W. with fine pleasant weather the watch employed in marring in the foot of the Main Topsail & fitting a new bow boat.

Middle part light airs from the N heading ENE

Latter part moderate breezes from the N. N. W. steering NE E at 11 A.M. saw the Island of Solander bearing ENE by compass distance 35 miles. sounds these 24 hours.

Sunday Jan 31st

Commences with fresh breezes from the N. W. with cloudy weather steering ENE the land one point on the lee bow. at 11 A.M. thick rainy weather. took in the Main Top Battsail, hauled up the Mainsail & wore ship heading off shore. at 3 P.M. had the wind from the N. E. N. W. heading S.W. Middle part moderate breezes from the S. laying off bow. at 1 o'clock kept off steering NE by E. Latter part light breezes from the S. heading ENE in for the land. at 11 A.M. tacked off shore. sounds.

Monday Jan 32nd

Commences with light airs from the S. S. E. heading S.W. with fine pleasant weather. at 3 P.M. spoke ship Alexander Coffin of New Bedford 27 Months out. S. 900 lbs. Middle part light airs from the S.W. steering E by S for the Isle of Solanders. Latter part fresh breezes from the N. W. steering in for the land with fine pleasant weather.

Tuesday Feb 1st 1847

Commences with fresh breezes from the N steering ENE for the straits of Jouvans. at 8 o'clock came to Anchor in Port William Harbour in 5 fathoms water. Latter part light airs with fine pleasant weather. at 9 A.M. weighed Anchor & proceeded along the straits at meridian came to Anchor in Half Moon bay in 4 1/4 fathoms water. sounds these 24 hours.

Wednesday Feb 3rd 1847

Commences with fine pleasant weather, laying at anchor, with most of the men on shore running about. Middle part calm. Latter part light air with fine pleasant weather all hands employed in making storage for water. one boat crew a shore watering & one boat crew wooding & the Captain a trading. So ends these 24 hours.

Thursday Feb 4th

Commences with light air with fine pleasant weather. all hands employed in wooding watering & breaking out for trade & the Captain a trading for potatoes. Middle part light air with a heavy dew. Latter part light breezes with fine pleasant weather all hands employed in getting off & stowing away water & the Captain trading for potatoes. So ends these 24 hours.

Friday Feb 5th

Commences with light breezes with fine pleasant weather all hands employed in stowing away water & getting off wood. Middle part light air with a heavy dew. Latter part light breezes with thick heavy weather employed in getting off wood & stowing away water.

Saturday Feb 6th

Commences with light breezes with cloudy weather employed in cutting up wood & stowing it away. Middle & Latter part fine pleasant weather two boats employed in fishing. So ends these 24 hours.

Sunday Feb 7th

Commences with light air from the E with fine pleasant weather, two boats out in the straits a fishing. at 4 P.M. returned. at 5 P.M. light breezes from the NW weighed anchor & went to sea. Middle part strong winds & squally steering E N E & by N. Latter part light gales from the SW steering N E the watch employed in cleaning fish. So ends

Lat by Obs 46.24 S

Long by Chron 172.00 E

Monday Feb 8th 1847

Commences with strong breezes from the NW with fine pleasant weather, steering NE by N the watch employed in cleaning & putting up.

Middle & latter part fine pleasant weather steering N by E with a light breeze. saw several Fin Backs.

Lat 44.44 N

Long 173.22 E

Tuesday Feb 9th

Commences with light airs & calm with fine pleasant weather. saw several Fin Backs & land the 9 mile beach & Banks's Peninsular bearing N.

Middle & latter part light breezes from the NNE heading NE with fine pleasant weather the watch employed in mending the Mizen Topsail, sends.

Lat 44.28 N

Long 175.25 E

Wednesday Feb 10th

Commences with light winds from the NNE with fine pleasant weather heading E the watch employed in mending the Mizen Topsail, finished & bent it. Middle & latter part fine pleasant weather with light airs from the NNE, sends.

Lat 44.29 N

Long 175.28 E

Thursday Feb 11th

Commences with light airs & calm pleasant weather the ship heading to the Westward. at 4 PM light breezes from the NNE tacked ship heading NE. Middle & latter part light breezes from the NNE steering N by E with thick foggy weather. at 10 AM cleared up. sends these 24 hours with fine pleasant weather. Lat 43.56 N

Long 176.28 E

Friday Feb 12th

Commences with light breezes from the NNE steering N by E with fine pleasant weather. at 3 PM moderate breezes from the SE forced round the yards & shifted over the Studding sails. Middle part ^{light} breezes at 4 o'clock had a heavy squall carried away the Main Top Gallant & Main Topsail yards, split the Main Top Gallant sail & whipped out part the leeches of the Mizen Topsail, Fore Top Gallant, Rib & Fore Topmast staysail. called all hands & cleared up. Latter part fresh breezes. all hands employed in mending sails & fitting a Main Top sail yard.

42.38 N 177.34 E

Saturday Feb 13th 1847

Commences with moderate breezes from the S. steering
N by E with pleasant but rugged weather. all hands
engaged in mending sails & fitting a new Main Top sail
yard. at 4 P M finished the yard, sent it aloft & bent
the Top sail. Middle & Latter part light airs from the
S. steering N by E with fine pleasant weather the watch
employed in mending the Main Top Sallant sail. so ends
Lat 41.17 S Long 178.16 E

Sunday Feb 14th

Commences with light airs & calm pleasant weather the
watch employed in fitting the Main Top Sallant yard
& sail. at 5 P M finished both & sent them aloft.
Middle part light airs from the Northward & Westward
Latter part light breezes from the N. heading N. N. E
so ends these 24 hours with fine pleasant weather.
Lat 41.06 S Long 178.33 E

Monday Feb 15th

Commences with light airs from the N. N. E heading E
at 3 P M had the wind from the N. tacked ship
heading N. N. W. at 5 P M light winds from the N. N. W
tacked ship heading N. E. Middle part the same
at midnight tacked ship heading N. Latter part
light airs with fine pleasant weather the watch
employed in mending the Fore Top Sallant sail.
Long 41.00 S Lat 179.12 E

Tuesday Feb 16th

Commences with light airs from the N. N. W heading
N. E with fine pleasant weather the watch employed
in mending the Fore Top Sallant sail. finished & bent it.
Middle part calm at 1 P M light breezes from the S. steering
N. N. W. Latter part light breezes with fine pleasant
weather steering N. N. by N under all sail. so ends.
Lat 39.52 S Long 178.41 E

Wednesday Feb 17th

Commences with light breezes from the S. steering N. N. W
under all sail with fine pleasant weather. Middle part
calm at 3 o'clock light airs from the N heading N. N. W
Latter part light breezes from the N. by E heading N. N. by N
at day light saw Table Cape bearing N. N. by W distance
33 miles at meridian tacked off more heading E. N. E.
Lat 40.00 S Long 179.00 W

Thursday Feb 18th 1847

Commences with light airs from the N^o heading E. S. E.
at 2 P. M. tacked in shore heading N. N. W. at 4 P. M.
tacked off shore heading S. E. E. Table Cape bearing
N. by W distance 12 miles. Middle part light variable
winds & calms standing off & on. Latter part light
winds from the N. W. E. heading. Laying off & on
in for the land. at meridian tacked off shore.

Friday Feb 19th

Commences with light winds from the N. N. E.
employed in laying off & on with one boat on
shore. at 8 P. M. it came on board. tacked ship
off shore heading E. by N. at 4 P. M. took ship
Whrescent of Sag Harbor 6 months out 700 bls Whale oil.
Middle part light breezes from the N. W. steering
N. E. Latter part light winds from the S. E.
steering N. N. E. at 10 A. M. saw a school of sperm
whales. so ends these 24 hours steering for
the whales. so ends Cape East bearing N. N. W. dis 40 miles.

Saturday Feb 20th

Commences with light breezes from the N. N. E.
steering for the above whales. at 1 P. M. lowered
the boats but without success they going to
quicks. at 4 P. M. came on board & commenced bundling
boyc. the ship heading N. W. at 6 P. M. tacked ship
heading N. E. Middle part strong breeze took in the
Top Sallantsails & Fly Sill. Latter part the same. the
watch employed in breaking out for bread & meat.
at 11 A. M. heaving on double reefed the Top sail. so ends.

With faint saw broke
down & bearing 100 bls by compass
distance 10 miles.

Sunday Feb 21st

Commences with fresh gales from the N. N. W. with cloudy
weather. at 1 P. M. took in the Mizzen Top sail, Main sail
& jib. Middle part more moderate. got the Top sail & Top
Sallantsail. at 2 o'clock light breezes from the S. E. W. steered
N. Latter part light variable winds steering N. by W.

Lat by Obs 37.40 S S Long by Chron 179.00 W

Monday Feb 22nd 1847

Commences with light airs from the ENE heading North fine pleasant weather under all sail. Middle part commences with light baffling winds at 11 o'clock fresh breezes from the S.E. steering N by W took in the Main & Lallant sail & Ely jib. Latter part fresh breezes from the North cloudy weather the watch employed in breaking out for shooks & water.

Tuesday Feb 23rd

Commences with fresh breezes from the S.E. steering N by W with cloudy weather the watch employed in breaking out for shooks. Middle part the same. Latter part moderate breezes with fine pleasant weather the watch employed in fitting rigging & setting up shooks & ends.

Lat 31.00 S Long 178.30 W

Wednesday Feb 24th

Commences with moderate breezes from the S.E. steering N by W with fine pleasant weather the watch employed in clearing up the Fore Hole & setting up shooks. Middle part fresh breezes from the S.E. with cloudy weather. Latter part strong breezes & rugged. at 9 AM saw a sail at 11 AM saw a school of sperm whales huffed to the wind took in Lallantails double reefed the Lallantails & lowered away the boat the Larboard fastener & drewed. so ends these 24 hours. 29.00 S 178.17 W

Thursday Feb 25th

Commences with strong breezes from the E steering S. at 1 PM spoke Baryne Wallaby of Hobartown Capt Smith. Middle part strong breezes (raining & squally) the ship laying with the Fore Lallantail to the mast under double reefed Lallantails. Latter part fine pleasant weather under all sail steering N the watch employed in fitting rigging & ends.

Lat

Long

Friday Feb 26th

Commences with moderate breezes from the S steering N by E the watch employed in starting bread from harks into Cipes & throwing them between decks. Middle part pleasant. Latter part fine pleasant weather employed in fitting rigging. First part with the Island of Beecher bearing the S.E. distance 30 miles.

27.43 S 177.45 W

Saturday Feb 27th 1847

At these 24 hours moderate breezes from the S. S. E steering N by E with fine pleasant weather the watch employed in fitting rigging. so ends these 24 hours.

Lat 26.25

Long 176.59 W

Sunday Feb 28th 1847

Commences with moderate breezes from the S. S. E steering N by E with fine pleasant weather the watch employed in fitting rigging. Middle & Latter part moderate breezes from the S. E with fine pleasant weather. so ends these 24 hours.

Lat 24.15

Long 176.18 W

Monday March 1st

Commences with moderate breezes from the E steering N by E with fine pleasant weather under all sail. Middle & Latter part light breezes from the N. N. W heading N. N. E with rainy & cloudy weather the watch employed in breaking out for water & oil. so ends.

Tuesday March 2nd

Commences with light variable winds heading to the North & East with rainy & cloudy weather.

Middle & Latter part winds from the North to N. E standing on different tacks. so ends these 24 hours.

Lat 22.52 S

Long 175.59 W

Wednesday March 3rd

Commences with light breezes from the N heading N. S. W with fine pleasant weather the watch employed in fitting rigging. Middle & Latter part light winds from the N. E heading N. E with fine pleasant weather the watch employed in fitting rigging. so ends these 24 hours.

Lat

Long

Thursday March 4th

Commences with light breezes from the N. N. E heading N. E with fine pleasant weather the watch employed in fitting rigging. Middle part light breezes from the N. N. W heading N. N. E with pleasant weather.

Latter part moderate breezes from the N. N. W steering S. E by N with rainy weather. so ends these 24 hours.

Lat by Obs 22.02

Long by Chron 175.10

Friday March 5th 1847

Commences with light breezes from the N.N.W. steering
S.E. by S under all sail with fine pleasant weather.
Middle part light variable winds & rainy.
Latter light airs with fine pleasant weather the
watch employed in fitting rigging. so ends.

Lat 21.31 N

Long 172.32 W

Saturday March 6th

Commences with light baffling winds, with overhang-
ing clouds the watch employed in fitting rigging.
Middle & Latter part light airs with fine pleasant weather
heading to the North & West the watch employed in fitting
rigging. Lat 21.42

Long 172.34 W

Sunday March 7th

Commences with light airs from the S.S.W. heading W
with fine pleasant weather the watch employed in
fitting rigging. Middle & Latter part light baffling winds
& calm weather & squalls of rain. so ends these 24 hours.

Lat 21.39 N

Long 172.35 W

Monday March 8th

Commences with light baffling winds & calm weather
standing to the N.E. & N.W. with fine pleasant weather.
Middle part light breezes from the N.N.W. heading N.E.
Latter part light baffling winds with squalls of rain the
ship heading from S.E. by S to E by S. so ends the watch employ-
ed fitting rigging. Lat 21.13 N

Tuesday March 9th

Long 172.14 W

Commences with light baffling winds with squalls of
rain the ship heading to the North & East. the watch
employed in fitting rigging. Middle part light breezes
from the N.E. heading N.N.W. with fine pleasant weather.
Latter part light baffling winds & rain heading to
the North & West & North & East. so ends these 24 hours.

Lat

Wednesday March 10th

Long

Commences with light baffling winds & rainy the
ship heading to the North & West. Middle part light
from the S.W. heading S.E. with fine pleasant weather.
Latter part light baffling winds & calm the watch
employed in fitting rigging. so ends.

Lat 19.14 N

Long 171.39 W

Thursday March 11th 1847

Commences with light, baffling winds heading to the North & East with fine pleasant weather the watch employed in fitting rigging. Middle & latter part fine pleasant weather the watch employed in breaking out for water & fitting rigging. so ends.
Lat 18.00 N Long 171.48 W

Friday March 12th

Commences with light breezes from the NE heading NNE with slight squalls of rain, the watch employed in fitting rigging. Middle & latter part light wind with pleasant weather the watch employed in breaking out the after hole for rigging. so ends.

Lat 18.21 N

Long 171.50 W

Saturday March 13th

Commences with moderate breezes from the NW heading NNE with cloudy weather, the watch employed in stowing off the after hole. Middle part rainy and squally took in fore Ballantails & double reefed the Main & Topsail. Latter part moderate breezes from the NNE heading NNE the watch employed in mending the Jib. finished & sent it.

Lat 17.47 N

Long 171.48 W

Sunday March 14th

Commences with variable winds from the NNE to NW heading to the North & East, at 8 PM squally took in the fore Ballantails. Middle part variable winds & rainy. Latter part the same heading to the Westward.

Monday March 15th

Commences with light breezes from the NNE heading N with cloudy weather, Middle part fresh gales, squally & rainy, took in foresails, Main sail & jib. Latter part more moderate set double reefed foresails. so ends with rainy & squally weather.

Tuesday March 16th

Commences with fresh gales from the N heading NNE at 3 PM squalls come harder, took in the foresail & wore ship heading NE at 4 PM sent down Royal yards & Main & fore Ballant yard, turned up the Starboard boat & cleared up for a heavy gale, 16.41 N

Tuesday 16th Continued

Middle part breezing on with thick rainy weather. Latter part very heavy heavy squalls with a great deal of rain. at 12 AM took in Main Top sail. so ends these 24 hours, with the gale on the increase.

Wednesday March 17th Hurricane

Commences with heavy gales from the NNE the ship heading to the Eastward. at 3 PM the wind blew a perfect hurricane. the Main Spencer in ribbons, the Fore & Main Top Gallant sails whipping from under its gaskets, several men employed in knocking the house overhead to pieces, and the ship she laying plankhead too. at that time the Captain gave orders to cut away the Royal & Top Gallant stay, which was done. the Main Top Gallant Mast blew off the Fore Top Gallant mast stood. at 12 PM lost the stern boat, at 2 PM lost the starboard boat.

Middle part it still blew a hurricane. the wind had hauled round to the S. N. at 10 o'clock blew off the head of the Mizen Top mast, at 10 o'clock the gale was on the decrease, the wind S. N. Latter part strong breezes from the S. N. with a heavy swell rising, all hands employed in sending down broken spars. so ends these 24 hours. the heaviest of the gale blew from the S. N. at 3 PM. Lat 16.27 N Long 174.44 W

Thursday March 18th

Commences with moderate breezes from the S with pleasant weather but a very heavy swell all hands employed in clearing up decks & breaking out for water. Middle part light airs & calm. Latter part the same. the watch employed in fitting & the carpenter fitting spars. so ends with a ship in sight.

Friday March 19th

Commences with calm pleasant weather. the watch employ in mending the Fore Top Gallant sail & the carpenter repairing spars. Middle part light airs steering N. Latter part light breezes from the N steering N by W with fine pleasant weather the watch employed in mending the Mizen Top sail & the carpenter employed in repairing spars. so ends with a ship in sight.

Commenced

Saturday March 20th

Tuesday 16th Continued
Middle part breezing on at 8 o'clock took
in the Bow boat. Latter part still breezing
on with very thick heavy weather, at 6 PM
took in the Main Top sail & passed extra gaskets
on all the yards. at 10 PM shot the Main
Mizen, carried away the Starboard boats davits
also, stove the boat & Starboard bulwarks. so ends
these 24 hours with a Giffon on the increase.

Wednesday March 17th
Commences with a Giffon on the increase blowing
from the N.W. with very thick heavy weather.
at 1 PM lost the Starboard & stern boats at 4 PM the
gale on the increase, the ship laying plank shear too
was obliged to cut away part of the Hurricane house &
Top Gallant rigging, to ease ship, the Main Top Gallant
mast blew off, the Fore & Mizen Top Gallant masts stood.
so ends the first part with the Main Top Gallant mast
swinging aloft, the Top jib boom sprung and all the light
sails in ribbons & the ship she laying wallowing under
bare poles. Middle part still blowing with very heavy squalls
at 9 o'clock with the wind blowing from the S.W. it
began to abate, at 10 o'clock blew off the head of the Mizen
Top mast & also washed all the spars from off the stern.
Latter part strong breeze from the N.W. with a very
heavy swell rising, all hands employed in clearing
wreck. so ends. 16. 27 S 17. 44 W

Thursday March 18th
Commences with moderate breezes from the S with
pleasant weather but a very heavy swell, all hands
employed in clearing up deck & working out for
wreck. Middle & latter part light air & calm emp-
loyed in fitting rigging & repairing spars, so ends with a
ship in sight. 15. 45 S

Friday March 19th Long 17. 04
Commences with calm weather employed in repair-
ing sails & spars. Middle part light air from the S
Latter part light breezes from the S steering S by N
with pleasant weather employed in repairing sails
& spars, so ends with a ship in sight. 16. 00 S
Long 17. 15 W

Wednesday March 31st

Commenced with pleasant weather with one watch on liberty & one watch employed in stowing down water. Middle part rainy. Latter part pleasant. Bent a Main Top sail & got ready for sea. so ends.

Thursday March 32nd

Commenced with fine pleasant weather. Middle part the same. Latter part pleasant weighed Anchors & towed out into the passage. so ends.

Friday April 2nd

Commenced with fine pleasant weather having at Anchors with the Topgails hoisted. at sun set fished them. Middle part fine pleasant weather. Latter part the same. at 4 P.M. weighed anchor and went to sea. so ends employed in stowing the Anchors and fitting boats.

Saturday April 3rd

Commenced with light breezes from the E. S. E. with pleasant weather steering S. W. by N. all hands employed in fitting the boats & various other duties. at sun set observed bore S. E. distance 30 miles survey bearing S. W. distance 20 miles. Middle & Latter part light air from the S. E. the watch employed in fitting rigging & making a Main Top Ballant mast. so ends.

Lat 12 14 S

Long 172. 37 W

Sunday April 4th

Commenced with light air from the E. S. E. with fine pleasant weather steering S. W. by N. employed in fitting rigging & making a Main Top Ballant mast.

Middle part fine pleasant weather. Latter part the same. got the guns from out the storage to dry.

Lat 10 47

Long 173. 31 W

Monday April 5th

Commenced with light air from the E. with fine pleasant weather steering S. W. by N. at 4 P.M. put the above mentioned guns below. Middle & Latter part rainy with moderate breezes. so ends. the watch employed in fitting rigging & making a Main Top Ballant mast.

Lat 9. 27 S

Long 174. 23 W

Tuesday April 5th 1847

Commences with light breezes from the S.E. with fine pleasant weather steering S.W. & the watch employed in fitting the Main Top Sallant rigging, at 4 P.M. sent up the Main Top Sallant mast yard haul, Middle & latter part light breezes with a little rain the watch employed in fitting rigging, so ends.

Lat 8. 18 N

Long 175. 00 W

Wednesday April 6th

Commences with fine pleasant weather with light airs from the S.E. steering S.W. all hands employed in fitting rigging & breaking out the after pole for provisions. Middle & latter part steady S.W. & lightning. Latter part light airs from the S.E. employed in fitting rigging & scraping the outside of the ship, so ends.

Thursday April 7th

Commences with light airs from the S.E. with fine pleasant weather all hands employed in fitting rigging & scraping the outside of the ship. Middle & latter part pleasant the watch employed in fitting rigging & carpentering, so ends.

Lat 8. 18 N

Long 175. 30 W

Friday April 8th

Commences with fine pleasant weather all hands employed in fitting rigging & carpentering, had light breezes from the S.E. steering S.W. Middle & latter part the same. Latter part light airs from the S.E. with squalls of rain the watch employed in fitting rigging, so ends.

Lat 8. 46 N

Long 176. 03 W

Saturday April 9th

Commences with light airs from the S.E. with pleasant weather all hands employed in fitting rigging & carpentering. Middle & latter part pleasant employed in fitting rigging & repairing an old boat, so ends.

Lat 4. 56 N

Long 176. 16 W

Sunday April 10th

Commences with light breezes from the S.E. with pleasant breezes from the S.W. the watch employed in fitting rigging & repairing an old boat. Middle & latter part fine pleasant weather, so ends.

Lat 8. 53 N

Long 176. 20 W

Monday April 12th 1847

Commences with light pleasant breezes from the
SSE heading SSE Middle & Latter part the same
the watch employed in ratting & taring the rigging
s.s. ends. Lat 2.29 S

Tuesday April 13th Long

Commences with moderate breezes from the
SE with pleasant weather heading SSE
all hands employed in ratting & taring rigging.
Middle part moderate breezes from the SSE steering
SSE Latter part the same the watch employed
in ratting & taring rigging. Lat 1.16 S

W

Wednesday April 14th

Commences with moderate breezes from the SSE
steering SSE all hands employed in ratting
& taring rigging. Middle & Latter part the same
the watch employed in ratting & taring. Lat 0.83 N

Thursday April 15th Long 178.22 W

All these 24 hours fresh breezes from the SSE
with fine pleasant weather steering SSE
employed in ratting & taring rigging. Lat 2.52 N

Friday April 16th Long 179.11 W

Commences with fresh breezes from the
ESE with fine pleasant weather steering
SE all hands employed in fitting & rigging
going & making out for lumber at 4 PM
crossed the Fort McMain Royal yards. Middle
& Latter part pleasant the watch employed
in breaking out for sail. s.s. ends. Lat 5.12 N

Saturday April 17th Long 179.40 E

Commences with fresh breezes from the SE
with squally weather steering SE all hands
employed in stowing the after hold, breaking
out for water & fitting a new Midden for sail
at 4 PM bent at Middle part pleasant
Latter part squalls of rain the watch employ-
ed in making a chain for Ballant's sail.
s.s. ends these 24 hours. Lat 178.32 E

Sunday April 18th 1847

Commences with fresh breezes from the NE with squally weather, steering N^W by W Middle & latter part the same set. To mast & L Ballant studding sail & Main Royal, afterwards took in the Royal, & ends.

Lat 8.49 N

Monday April 19th Long 171.44 E

Commences with fresh breezes from the NE with pleasant but rugged weather steering N^W by W. took in L Ballant studding sail & Main & L Ballant sail. Middle & latter part fresh trades the watch employed in making a Main & L Ballant sail. & ends.

Lat 10.56 N

Long 174.32 E

Tuesday April 20th

Commences with fresh NE winds with rugged & cloudy weather, all hands employed in bending a Fore Topsail & Main & L Ballant sail. at 4 P.M. commenced mending sail, the Fore Topsail. Middle & latter part fine pleasant weather steering N^W by W the watch employed in mending the Fore Topsail. & ends.

Lat 13.00 N

Long 172.11 E

Wednesday April 21st

All these 24 hours fine pleasant weather with light breezes from the NE steering N^W by W employed in mending the Fore Topsail. & ends.

Lat 14.37 N

Thursday April 22nd Long 176.12 E

Commences with light breezes from the ENE with pleasant weather steering N^W by N all hands employed in bending a Fore sail & Fore Topsail & mending the old Topsail. Middle part light breezes with frequent showers of rain. Latter part fine pleasant weather, the watch employed in mending sail. & ends.

Lat by Obs 16.33 N Long by Chron 168.43 E

Friday April 13th 1847

Commences with light pleasant breezes from the NE steering NW by W all hands employed in mending sail at 4 PM finished to beat the fore sail & bent a new mainsail. Middle part light breezes with frequent showers of rain. Latter part moderate breezes from the SSE steering NW by W the watch employed in breaking out & stowing & hooking water pipes. Lat 18.04 N

Saturday April 14th Long 167.138

Commences with light pleasant breezes from the NE steering NW by W all hands employed in breaking out water from the lower hold & stowing it between decks at 4 PM course N. by N. Middle & latter part fine pleasant weather the watch employed in mending the mainsail, so ends. Lat 18.20 N

Sunday April 15th Long 165.238

Commences with light pleasant breezes from the NE steering NW by W all hands employed in mending the mainsail. Middle part course N. by N at 3 o'clock NW. Latter part cloudy steering NE by N so ends. Lat 20.39

Monday April 16th Long 164.28

Commences with fine pleasant weather employed in chasing sperm whales but without success. the whale boat struck & drewed came on board & kept off steering NW by W. Middle part pleasant. Latter part the same employed in mending sail. Lat 21.25

Tuesday April 17th Long 163.19

Commences with moderate breezes with fine pleasant weather all hands employed in mending sail. Middle & latter part light air & calm. finished the mainsail & bent it.

Lat by Obs 21.58 Long by Chron 162.49 W

Wednesday April 28th 1847

Commenced with light breezes from the NE with pleasant weather steering NE by N the watch employed in repairing the shank. Middle part fresh breezes with cloudy & rainy weather steering the same course. Latter part moderate breezes from the E with pleasant weather the watch employed in mending sail.

Lat 23.19 N

Long 111.47 E

Thursday April 29th

Commenced with light breezes from the E & SE with fine pleasant weather steering NE by N the watch employed in bending shank & fitting rigging. at 4 PM course NE by N. Middle part light winds from the SE at 3 PM o'clock commenced to squally & rainy with sharp lightning and very heavy thunder. Latter part squally & rainy weather the ship under whole topsails, 2^d & 3^d courses langing.

Friday April 30th

Commenced light baffling winds with rain the ship heading to the NE & East. at 4 PM fresh breezes from the NE were ship heading NE by N. Middle part fresh breezes from the E steering NE. Latter part strong breezes from the E & SE steering NE by E with thick rainy weather, so ends.

Lat 26.18 N

Saturday May 1st 1847

Commenced with strong breezes from the E & SE with thick rainy weather steering NE by N. Middle part baffling & rain. Latter part pleasant with moderate breezes from the E & SE the watch employed in fitting rigging.

Lat 28.41 N

Sunday May 2nd

Long 111.29 E

Commenced with moderate breezes from the E with fine pleasant weather steering NE by N the watch employed in fitting rigging. Middle & latter part fine pleasant weather under all sail.

Lat by Obs 31.08 N - Long by Chron 111.10 E

Monday May 3rd 1847

Commenced with light breezes from the E. S. E.
with fine pleasant weather steering R. by N.
Middle & latter part light breezes from the
S. E. with fine pleasant weather steering R. by W.
employed in fitting rigging & painting the
Carboard quarter boat. Lat 32.43 N
Long 160.14 E

Tuesday May 4th

Commenced with light breezes from the N. E.
with pleasant weather steering R. by N. employed
in fitting rigging & painting the Bow boat.
Middle & latter part fine pleasant weather the
watch employed in fitting rigging & various
other duties. Lat 34.40 N
Long 160.43 E

Wednesday May 5th

Commenced with light breezes from the
S. E. with pleasant weather steering R. by W.
the watch employed in fitting rigging.
Middle part light breezes from the S. E.
latter part the same employed in fitting
rigging, so ends. Lat 36.18 N
Long 160.33 E

Thursday May 5th

Commenced with moderate breezes from the S. E.
steering R. by N. employed in breaking out for
water & stowing off the run. Middle part fresh
breezes from the S. E. by W. latter part strong breezes
from the S. E. with thick rainy weather, took
in the Fore & Main Top Buntails, & topmast
studding sail & bent a new Main Spencer so ends.
Lat 37.52 N
Long 160.52 E

Friday May 7th

Commenced with fresh breezes from the S. E. by W.
with thick rainy weather steering R. by N.
Middle & latter part strong breezes from the
S. E. with cold rugged weather employed in breaking
out for stows, at 8 A. M. double reefed the Fore &
single reefed the Main Top sails, so ends.

Lat by Obs. 41.21 N Long by Chron 160.52 E

Saturday May 8th 1847

Commences with strong breezes from the N.W. with pleasant but rugged weather employed in setting the tops & stowing off the after hold Middle & latter part moderate breezes from the S steering & employed in mending sail the topmast Studding sail. saw several Fin Backs. so ends.

Lat 43.06 N 161.23 E

Sunday May 9th

Commences with moderate breezes from the S.W. steering N. at 2 PM saw a right whale lowered the boats but without success. saw a great number of Fin Backs at sun set took in sail for the night. Middle part lay by. Latter part thick foggy weather with fresh breezes from the N.W. heading under double reefed Main Top sail. so ends.

Monday May 10th

Commences with moderate breezes from the N.W. heading S.E. with thick foggy weather, at 3 PM cleared up set the Foresail & fore & main topsails, saw several Fin Back & a ship heading to the South & West. Middle & latter part light Northy winds with fine pleasant weather saw several right whales & Fin Backs, lowered the boats but without success. so ends.

Lat 43.35 N

Long 162.12 E

Tuesday May 11th

Commences with light Northy winds with fine pleasant weather. saw several Right whales & Fin Backs. lowered the boats the Bow boat fastened & drawn. Middle the same. Latter part fresh breezes from the S.E. steering N. saw several Fin Backs & one hump back. at 11 AM breasting on, double reefed the topsails. Lat 44.22 N

Long

Wednesday May 12th

Commences with light breezes from the S.E. steering N under double reefed topsails at 3 PM steered N by N. saw several fin backs & hump backs. Middle part fresh gales. Latter part strong breezes heading to the North & West under double reefed topsails. so ends this 24 hours.

Lat 45.30 N

Long 162.48 E

Thursday May 13th

Commences with fresh breezes from the S.W. with
rugged weather heading N.W. saw several right
whales going quick to the West. at 6 P.M. lowered the
boats for four right whales, but without success.
Middle part moderate breezes from the S.W.
 Latter part thick foggy weather heading to the
North & West. at 8 P.M. lowered the boats for two
right whales but without success. at 10 P.M. a
thick fog buffed to the wind with the Main Top-
sail to the mast, there being two right whales close
by heading to the leeward. so ends these 24 hours.

Friday May 14th

Commences with moderate breezes from the S.W. heading
to the North & West with the Main Topsails back it
being thick foggy weather. Middle & Latter part light
Westerly winds with thick foggy weather steering N.W.

Saturday May 15th

Commences with light Westerly winds with thick foggy weather
steering N.W. Under, whole. Topsails & Main Top gallant
sail. Middle part thick the wind came out from the
E.S.E. Latter part moderate gales & rainy. at 10 P.M. took
in the Fore & Mizen Topsails & double reefed the Main
Topsail. so ends these 24 hours.

Sunday May 16th

Commences with light gales from the E.S.E. steering N.
at 1 P.M. double reefed the Fore & Mizen Topsails & set them.
at 5 P.M. fresh gales & rainy took in the Foresail, Fore &
Mizen Topsails & closed reefed the Main Topsail, buffed
to the wind heading S. Middle part more moderate
 Latter part fresh breezes from the S.E. to N. at 8 A.M.
Shook the bargey washing of Green Port 22 months out with
500 lbs of oil. the Captain went on board a few minutes.
at 11 A.M. came on board on kept the ship off steering N.
so ends these 24 hours with clear weather but nothing
in sight of the fish kind.

Lat 48. 0. 5 N
Long 162. 27 E

Monday May 17th 1847

Commences with moderate breezes from the N with clear weather steering N by N. saw nothing Middle part light breezes from the S with thick haze weather steering N under double reefed Topsails. Latter part moderate breezes with thick foggy weather steering N under whole Topsails & Fore & Main Top Gallantails. so ends.

Tuesday May 18th

Commences with moderate breezes from the S with thick foggy weather steering N. at 10 AM took in the Fore & Main Top Gallantails. at 12 PM braced up the head & after yard & luffed to the wind heading E. N. with the Main Topsail aback. Middle part thick snowy weather the ship heading to the South & East with the Main Topsail aback. Latter part the same. at 10 AM wore ship heading N. N. W. with the wind from the N. N. W. set the Fore & Mizen Topsails. so ends with a snow storm.

Wednesday May 19th

Commences with light breezes from the N. N. W. heading N with thick snowy weather. Laying with the Main Topsail aback. at 12 PM cleared up saw a ship to the windward. braced full the Main Topsail & stood along. Middle part strong breezes with thick weather. at 7 PM saw a right whale. Latter part light gales from the N the ship heading N. N. W. at day lights saw a right whale & a school of Killers which drove the whale off. at 11 AM wore moderate set the Fore & Mizen Topsail & jib. so ends with a ship in sight.

Thursday May 20th

Lat 50. 34 10
Long 162. 39 E

Commences with moderate breezes from the N. N. W. with pleasant weather heading N. saw four ships, but no fish. Middle part fresh breezes & cloudy weather. Latter part moderate breezes with fine pleasant weather heading to the Westward with three ships in sight. so ends, these 24 hours without seeing any whales, nor any thing that looked like one.

Lat 50. 38 10
Long 162. 17 E

Friday May 21st 1847

Commences with light breezes from the N.W. heading to the Westward. at 1 P.M. the wind hauled out from the N.W. with a thick fog, tacked ship heading N. at 4 P.M. had the wind from the S.W. took in sail & wore ship heading S.S.W. Middle part strong breezes latter part light gales from the S.W. steering N.W. at 8 A.M. double reefed the Topsails, at 10 A.M. breasting on took in the Mainsail & jib, so ends these 24 hours having seen five hump backs & one fin back. Lat 51. 30 N Long 162. 15 W

Saturday May 22nd

Commences with strong breezes from the S.W. by W. with rugged weather steering N.W. under double reefed Topsails, at 4 P.M. moderate breezes with hazy weather. Middle part light breezes with pleasant weather. Latter part light airs from the S.W. with thick hazy weather heading W. saw several hump backs, & one right whale going quick to the windward. so ends.

Sunday May 23rd

Commences with light breezes from the S.W. with a very thick fog heading W. at 3 P.M. hauled the Main Topsail aback. Near Middle part lay by. Latter part moderate breezes from the Eastward employed in chasing right whales but without success. saw several going quick to the Southward, also saw a ship.

Monday May 24th

Commences with fresh breezes from the E.N.E. with thick rainy weather heading S.E. at 5 P.M. a moderate gale took in the Fore & Mizen Topsails jib & Mainsail & reefed the Main Topsail. Middle part light gales and rainy weather. Latter part fresh breezes from the North & East with thick foggy & rainy weather heading to the Northward & Westward under close reefed Main Topsail and Foresail. so ends these 24 hours.

Tuesday May 25th 1847

Commences with moderate breezes from the N with thick foggy weather heading N.N.W. at 5 P.M. wore ship heading E.N.E. at 6 P.M. quite clear saw Fin Back, Middle & Latter part light breezes from the N.E. with thick foggy weather, so ends.

Wednesday May 26th

Commences with light breezes from the N.E. with thick foggy weather at 3 P.M. cleared up saw several hump backs, also spoke ship India of New Bedford Capt Fisher 12 months out 1000 bl. whale 300 bl sperm. Middle part fresh breezes. Latter part the same with thick foggy weather heading N.N.W. saw a hump back, so ends, the ship India in sight.

Thursday May 27th

Commences with moderate breezes from the N.E. with thick foggy weather heading N.W. under double reefed topsails. Middle & Latter part the same heading to the N.W.

Friday March 28th

Commences with light breezes from the N.E. with thick foggy weather heading N.W. under short sail.

Middle & Latter part light (easterly) winds with foggy & rainy weather heading to the North & West under topsails and jib, so ends, saw a Fin back, Lat by obs 52.12 N

Saturday March 29th

Commences with light breezes from the N.E. with thick foggy weather heading N.E. saw Fin Back, Middle & Latter part fresh breezes with hazy weather, saw plenty hump backs & two right whales, at 1 P.M. breezes rose took in the Main Top Ballantail & double reefed the topsails, so ends, with one right whale in sight, 52.43 N
160.11 W

Sunday March 30th

Commences with light gales from the N.E. heading N.E. at 12 P.M. lowered the boats for the above right whale but without success, at 1 P.M. saw land bearing N.W. dist 35 miles. at 4 P.M. wore ship heading E. Middle & Latter part fresh gales from the N.E. heading E. under close reefed Main Top sail Fore sail, so ends these 24 hours. 15.9. 55.8

Monday May 31st 1847

Commences with fresh gales from the S.W. with thick
hazy weather heading N.W. at 6 P.M. more moderate with
the wind from the North. Middle part light breezes & pleasant.
Latter part light breezes from the S. with fine pleasant
weather steering N.W. with the land in sight & plenty
of hump backs. at 11 A.M. saw a small right whale going
quick to the Northward lowered the boats but without
success. so ends with plenty hump backs in sight.

Lat 52.22 N

Long 159.45 E

Tuesday June 1st

Commences with light breezes from the S. with fine
pleasant weather steering S.E. along shore. saw hump
backs & two right whales one going quick to the Southward
& the other a scrag lowered the boats for him but without
success. Middle part light airs & pleasant under
whole & spails & Annin & Co. Ballantail. at 12 o'clock came
in a thick fog. Latter part light breezes from the West
steering N.W. & E. at 9 A.M. fine clear weather, saw several
hump backs. so ends these 24 hours. Lat 52.4 N Long 160.43 E

Wednesday June 2nd

Commences with light airs from the S. with fine
pleasant weather steering N.W. & E. saw several hump
backs. Middle part thick foggy weather. Latter part
calm & foggy saw a hump back. so ends. 161.03 E

Thursday June 3rd

Commences with light airs from the E steering N.
under all sail with foggy weather. saw two Fin
backs, also lowered a boat & picked up a spar.
Middle & Latter part calm with thick foggy weather.

53.21 N

Friday June 4th

Commences with calm weather with a thick horizon
saw hump backs & one Fin back. Middle & Latter part
light airs & calms the ship laying between the banks
in 90 fathoms employed
in chasing small right whales, but without success.
so ends these 24 hours with a thousand right whales
in sight.

Lat 53.23 N

Saturday June 6th 1847

Commences with light airs & calms heading off shore the boats employed in chasing right whales, the Waste boat struck & sunk one, at dark double reefed the Topsails and hauled back the Main yard with right whales in sight. Middle part lay with the Main Topsails aback on different tacks. Latter part moderate breezes from the S.W. with thick foggy weather heading S. under double reefed Topsails. So ends,

Sunday June 7th

Commences with moderate breezes from the S.W. with thick foggy weather heading S. under double reefed Topsails, at 3 P.M. saw a right whale close too, Middle & Latter part thick foggy weather, at meridian saw four right whales, so ends.

Lat 52.09 N Long 160.29 E

Monday June 8th

Commences with moderate breezes from the Southward heading to the Westward, at 12 P.M. lowered the boats for the above whales but without success, came on board and layed with the Main Topsail^{aback} until 4 P.M. then kept off steering S.W. at 7 P.M. double reefed the Topsails & steered N.E. Middle part thick foggy weather, at midnight luffed to the wind heading S.E. with the Main Topsail aback. Latter part foggy & hazy laying aback heading S.E.

Lat 52.28 N

Tuesday June 8th

Long 161.09 E

Commences with fresh breezes from the S.W. with thick hazy weather heading W. under double reefed Topsails, jib & Main sail, saw two hump backs, Middle part moderate gales, Latter part the same, at 10 P.M. wore ship heading W. so ends these 24 hours.

Lat 52.22 N

Long 161.57 E

Wednesday June 9th

Commences with fresh gales from the S.W. heading S.E. under storm sails, at 6 P.M. closed reefed the Main Topsail & turned up the Waste boat, Middle & Latter part fresh gales from the S. with thick foggy, with weather heading on different tacks. so ends these 24 hours.

Lat by Obs

Thursday June 10th 1847

Commences with moderate gales from the S. S. W. with thick rainy weather heading W. at 5 1/2 P. M. wore ship heading S. Middle part fresh gales from the S. S. W. the ship standing on different tacks, with thick weather, so ends these 24 hours.

Friday June 11th 1847

Commences with strong breezes from the S. with thick squally weather heading W. S. W. at 1 P. M. set the Fore & Mizen Topsails. at 2 P. M. had the wind from the S. S. E. wore ship heading S. Middle part moderate breezes with thick foggy weather heading N. E. Latter part light breezes from the S. E. with foggy weather heading N. E. with a heavy swell from the S. so ends these 24 hours.

Saturday June 12th

Commences with light breezes from the S. W. with thick foggy weather heading N. W. with a heavy swell heaving from the S. at 5 1/2 P. M. wore ship heading N. E. Middle part light breezes from the N. W. with thick foggy weather heading N. N. E. Latter part light airs with hazy weather steering S. W. with heavy swell heaving from the S. so ends.

Sunday June 13th

* Commences with light airs from the N. W. steering S. W. with a heavy swell heaving from the S. at 4 P. M. light breezes & clear steered S. W. by W. saw a Hump Back. Middle part thick with moderate breezes from the S. W. heading S. E. under whole Topsails & jib. Latter part light breezes from the N. N. W. with fine pleasant weather heading to the South and West. saw three right whales going quick to the Westward. lowered the boats but without success.

Lat by Obs 53.22 N Long by Chron 163.12

Monday June 14th 1847

Commences with fresh breezes from the S W with fine pleasant weather heading N B N W under all sail, saw several Hump Backs. Middle part light airs & calms heading to the Westward. Latter part light airs from the N W steering S W saw several Hump Backs & land distance 25 miles bearing N B N W so ends. Lat 5-3. 41 N Long 162. 20 E

Tuesday June 15th

Commences with calm pleasant weather with Hump Backs & land in sight distant 25 miles. at 4 P M light breezes from the S W heading N B N W. Middle part light airs. at sun set tacked off shore, at midnight tacked in shore. Latter part light airs calms employed in chasing right whales. struck one & drew so ends.

Wednesday June 16th

Commences with calm pleasant weather. at 2 P M lowered the boats & got the same. at 5 P M took him to the ship and commenced cutting. Middle part light breezes from the South & West. at 10 o'clock finished cutting. made sail & stood to the Westward. Latter part pleasant weather employed in whaling. the Bow & Waste boats struck. killed both lost one & a line, so ends. 54. 50 N

Thursday June 17th

Commences with light winds from the S W with pleasant weather employed in cutting the above whale. at sun set finished. Middle part calm employed in boiling & clearing away the head. Latter part fresh breezes from the E N E saw whales. lowered the boats but without success so ends. 5-3. 5-3 N

Friday June 18th

Commences with light breezes from the E saw right whales lowered but without success. employed in boiling. the land in sight dist 10 miles. Middle & Latter part light airs & calm with thick cloudy weather employed in boiling. so ends.

Saturday June 19th 1847

Commences with light airs from the S.W. with cloudy weather steering North & West employed in boiling Middle part Day with the Main Topsail aback heading N. Latter part light Southerly winds with cloudy weather. at 11 A.M. lowered the boats for a right whale. it being a scrag came on board.

Sunday June 20th

Commences with light breezes from the S.E. with pleasant weather steering in for the land. at 8 P.M. tacked off shore heading E. land being 10 miles distant. at 6 P.M. lowered the boats for a scrag whale but without success. Middle part fresh breezes steering E. at 9 o'clock shifted to the wind heading S.E. with the Main Topsail aback. at day light braced full the Main Topsail & steered S.E. with strong breezes from the S.W. saw right whales lowered the boats for them but without success. so ends these 24 hours employed in boiling heading S.E. 34.00 10
16.20 8

Monday June 21th

Commences with strong breezes from the S.W. heading S.E. under double reefed Topsails employed in boiling. at 2 1/4 P.M. lowered the boats for a right whale but without success. at 7 P.M. wore Ship heading W. Middle part fresh gales. at mid night wore Ship heading S.E. under Main Topsail & Foresail. at 3 o'clock finished boiling. Latter part light gales with thick foggy weather. the watch employed in scraping bone. so ends these 24 hours.

Tuesday June 22th

Commences with strong breezes from the S.W. with foggy weather heading S.E. at 2 P.M. moderate winds from the N.E. wore Ship heading N.W. the watch employed in scraping bone. Middle & Latter part moderate gales from the S.E. all hands employed in staving down oil. so ends with land in sight

Lat 33.45 N

Long 161.30 E

Wednesday June 13th 1847

Commenced with fresh breezes from the N.E. & calm weather heading N. All hands employed in stowing down. at 8 o'clock finished. at 1 o'clock light breezes from the S.W. heading N. at sun set took in the Top Sails & trails the land in sight ahead. Middle part moderate breezes heading N. under whole Top sails. Latter part strong breezes from the S.W. with cloudy weather steering from E to N.E. saw 3 right whales going quick to the windward. also saw plenty Fin & Hump Backs. so ends.

Thursday June 14th

Commenced with S.W. winds with thick cloudy weather steering E by N. saw right whales lowered the boats but without success. Middle part moderate breezes heading N. under double reefed Top sails. Latter part light breezes with thick cloudy weather the land in sight 10 miles distant. at 8 A.M. lowered the boats for a right whale. the Larboard boat struck Vent so ends.

Friday June 15th

Commenced with calm cloudy weather. at 3 1/2 P.M. thick foggy weather with light breezes from the N.E. heading S.W. Middle part light winds heading to the Westward at midnight hauled the Main Top sail aback. Latter part light air from the N.E. heading N.W. saw 3 right whales going quick to the N.W. also saw right whales at 6 P.M. going the same course. so ends.

Saturday June 16th

Commenced with light airs & calms. lowered the boats for two right whales but without success it coming in a thick fog. at 5 P.M. moderate breezes from the S.W. steered N.W. in for the land it being 20 miles distant. at 8 o'clock kept off for Bering Island steering E.N.E. under double reefed Top sails. Latter part fresh breezes from the S.W. steering to the North & East. saw several Hump Backs & Fin Backs. so ends.

Sunday June 27th 1847

Commenced with moderate breezes from the S.E. steering to the North & East. saw two right whales hauled the boats & got one took him along side and commenced cutting at 5 P.M. a boat came on board from the Ship Marango of New Bedford. at 10 o'clock lashed down for the night. Latter part calm finished cutting & cleared up decks & ends at 2 P.M. saw Sherings Island miles distant. 40

Monday June 28th

Commenced with light airs from the N.E. heading & all hands employed in breaking out water & saw dust at 4 P.M. commenced boiling. Middle part thick employed in boiling heading E.N.E. with the Main topsail aback. Latter part strong breezes from the N heading E.N.E. Sherings Island in sight bearing N.E. distant 25 miles at 10 A.M. hauled the boats for a right whale but without success. so ends these 24 hours. 54. 38 10
165. 29 8

Tuesday June 29th

Commenced with strong breezes from the N heading E.N.E. under double reefed topsails employed in boiling. at 8 o'clock took in the Fore & Main topsails & wore ship. at 6 P.M. saw two right whales. At light breezes at 10 o'clock wore ship heading N.W. Latter part light breezes from the Westward heading in for the land. at meridian wore ship. so ends. 54. 53 10
165. 44 2

Wednesday June 30th

Commenced with light airs from the S.W. employed in boiling & chasing a right whale but without success came on board & kept off steering S.E. Sherings Island bearing N.E. distant 12 miles. Middle part light airs from the S.W. steering S.E. with fine pleasant weather. Latter part moderate breezes with thick foggy weather steering N.W. at meridian finished boiling.

July 1st 1848

Commences with slight breezes from the S.W. steering S.W. with thick foggy weather employed in clearing up decks at 4 P.M. saw a right whale at 8 P.M. sounded. Found no bottom. Middle part light air & calm under whole topsails & jib. at midnight fresh breezes from the N.W. heading W. Latter part pleasant employed in stowing down oil. 54. 55. 10

July 2nd

Commences with fresh breezes from the N.W. heading W. employed in stowing down oil at 12 P.M. lowered the boats for a right whale killed him & took him to the ship & finished stowing oil. Land in sight bearing N.E. distant 15 miles at 8 o'clock thick foggy weather. Middle part laying with the whale along side. Latter part light air & calm employed in cutting saw right whale. so ends.

Saturday July 3rd

Commences with moderate breezes from the S heading W. with the land in sight. finished cutting cleared up decks & chased right whale but without success. fresh breezes under double reefed topsails heading N.W. at 2 o'clock wore ship heading E.S.E. at 9 o'clock commenced boiling. Latter part strong breezes standing to the E. S. under double reefed topsails. so ends.

Sunday July 4th

Commences with strong breezes from the S.W. heading W. employed in boiling. saw several Hump Backs. Middle & Latter part moderate gales standing on 6 hours tacks. so ends these 24 hours. 54. 52. 10 164. 19. 2

Monday July 5th

Commences with light gales from the S.W. heading W. employed in boiling. Middle part moderate with thick weather. Latter part calm thick foggy weather.

Tuesday July 6th 1847

Commenced with light airs from the N.W. with thick foggy weather employed in boiling. Middle part moderate breezes from the S steering N. at 11 o'clock finished boiling. Latter part moderate breezes steering N.E. all hands employed in stowing down oil with thick foggy weather so ends.

Wednesday July 7th

Commenced with fresh breezes from the S with thick foggy weather steering N. all hands employed in stowing down oil. Middle part light breezes. Latter part light airs & thick foggy weather employed in stowing oil & stowing off the after hold.

Thursday July 8th

Commenced with light airs from the S steering N.E. with thick foggy weather employed in clearing up. at 4 P.M. light airs from the E heading N.E. Middle part light airs from the E.N.E. heading S.W. Latter part thick foggy weather saw several right whales close to the ship. so ends. 57.24 N. 166.39 E.

Friday July 9th

Commenced with thick weather saw right whales got one, took him to the ship & commenced cutting. at sun set lashed down for the night. Middle part lay by with the whale along side. Latter part light airs from the S.W. & calm weather finished cutting & lowered the boats for four right whales. fastened & killed three. saved one. got three Larboard boat stove. at the same time John L. Spooner, chief mate was killed, the whale striking with his flukes. so ends with two boats towing the above whale to the ship. 57.30 N. 166.32 E.



Saturday July 10th 1841

Commences with light breezes from the S.W. with cloudy weather. at 4 P.M. took the above whale along side. got dined, cleared away the last whale head, & stowed all the bone that was seized in the stowage. Middle part fresh breezes with thick weather the ship laying with a whale along side employed in boiling.

Latter part light air with thick foggy weather employed in cutting the whale. so ends these 24 hours saw 10,000 whales.

Sunday July 11th

Commences with light sails from the S.W. with thick weather employed in cutting the above whale. saw a right whale. 5 P.M. finished & cleared up decks. Middle part light air with thick foggy weather employed in boiling.

Latter part cloudy saw right whales lowered for them but without success. at 8 A.M. got out a boat on the Larboard quarter cranes so ends.

Monday July 12th

Commences with light breezes from the S.W. heading E with cloudy & rainy weather employed in boiling & breaking out for water saw right whale lowered for them but without success. Middle part moderate breezes & rainy heading E with the Main Topsail aback. Latter part strong breezes & rainy all hands employed in stowing down oil, so ends. broke out Flour

Tuesday July 13th

Commences with light sails from the S.W. with thick rainy weather employed in boiling & stowing down oil. Middle part light gale & rainy at 10 o'clock wore ship heading N.W.

Latter part strong breezes & rugged weather, saw a right whale. so ends these 24 hours.

Wednesday July 14th 1847

Commenced with strong breezes from the North & Eastered with thick rugged weather heading
Employed in boiling. At 4 o'clock broke out
meat. Middle part strong breezes & thick heading
S. Latter part light breezes from the N.E.
with some fog all hands employed in
stowing down oil, saw several right whales.

Thursday July 15th

Commenced with light breezes from
the North & East, employed in boiling
stowing down oil & whaling. at 3 P.M.
lowered two boats for whales struck one
killed him & took him to the ship &
finished stowing down & set the water.
Middle part moderate from the N.
heading W. N. the ship tacking by
with a whale along side. Latter part
light Westerly winds with thick foggy weather
employed in boiling & cutting. so ends these 24
hours.

Friday July 16th

Commenced with light airs from the N.W.
with thick foggy weather employed in cutting
& boiling. at 4 P.M. fine pleasant weather, saw
sawd bearing N. Middle part light airs &
pleasant weather the ship tacking with the
Main topsail aback heading to the North
& West. Latter part light airs from the South &
& Eastward with thick foggy weather employed
in boiling & stowing down oil. at 6 A.M. clear
lowered the boats for whales but without success.

Saturday July 17th Commenced
with light airs from the South & East with thick
foggy weather employed in boiling & stowing
down oil. at 5 P.M. light breezes from the South
with clear weather saw thousands of whales
lowered the boats for them. the Bow boat
struck & drawn.

Saturday July 17th 1847

Middle part light breezes from the S.W. with fine pleasant weather heading N.E.P.W. with the Fore Topsail



sewed down & the Main Topsail aback. Latter part fine pleasant weather employed in boiling & chasing whales. the Bow boat struck and lost a line. so ends these 24 hours with the boats still chasing the above whale. Lat 37.28 Long 164.50 & saw land & a ship.

Sunday July 18th

Commences with light breezes from the Northward & Westward with fine pleasant employed in boiling & chasing whales. saw land & a ship. Middle part moderate breezes from the N.E. with thick foggy weather heading S. at midnight finished boiling & sewed up the Fore & Mizen Topsails. Latter part light breezes with a thick fog heading N.W.

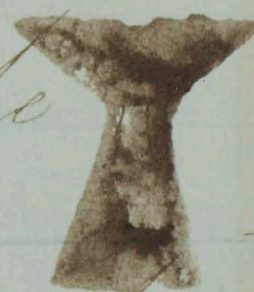


Monday July 19th

Commences with light air & calm with thick foggy weather at 2 P.M. could hear right whales shouting. Middle part moderate breezes from the Eastward with a thick fog. Latter part moderate breezes from the S.W. with foggy weather heading N. all hands employed in straining down oil. so ends.

Tuesday July 20th

Commences with moderate breezes from the S.W. with thick foggy weather heading N. all hands employed in straining down oil. Middle part the same. Latter part light breezes from the S.W. with pleasant weather steering E. saw several Hump Backs & two right whales going quick to the Westward. run a line



Lat 37.30 10

Wednesday July 21st

Long 165.40

Commences with light breezes from the S.W. with cloudy but good weather steering E. saw one Hump Back. Middle part luffed to the wind with the Main Topsail aback. Latter part light Westerly winds with pleasant weather. Steered N.E. by S.W. saw one right whale going quick to the S.W. so ends. Lat



scraping bone

Thursday July 22nd 1847

Commences with light breezes from the West-
ward steering N.E. by N with pleasant weather.
at 12 P.M. passed a dead whale, good for nothing
Middle part & Latter part the same. Latter part
moderate breezes from the N with thick foggy
weather heading E. S. E. employed in scraping
bone, so ends.

Friday July 23rd

Commences with light breezes from the S.W.
with thick foggy weather heading E. N. E. at
3 P.M. clear weather, saw one Hump back
Middle part calm. Latter part light breezes from
the S. E. N. with pleasant weather steering N. E.
by N, saw one Hump back & a Fin back.
Lat 68.40 Long 171.10 E

Saturday July 24th

Commences with light air from the S.W. with
pleasant weather steering N. E. by E. at 3 P.M.
light air from the N. at 4 P.M. Easterly winds
with a thick fog broke out meat, Moldy peas &
Flour. Middle part calm. Latter part light breezes
from the S. E. N. with fine pleasant weather steering
N. E. by N, so ends. Saw nothing. Lat 59.30 N
Long 170.52 E

Sunday July 25th

Commences with fresh breezes from the S.W.
with pleasant weather steering N. E. by N at 4
P.M. saw Cape Chutorosky bearing N. W. by W
by compass distant 30 miles. Luffed heading N. E.
saw two Fin backs at 9 o'clock kept off steering
E. N. E. land bearing N. W. Middle part fresh
breezes with pleasant weather. Latter part fresh
breezes steering N. E. at 11 o'clock came in a thick
fog, so ends. No Obs.

Monday July 26th

Commences with moderate breezes from the S.W. with thick foggy weather steering N.E. at sun set took in the Fore Top Gallant sail Middle part foggy steering N.E. & E. Latter part light breezes from the S.W. steering N.E. under all sail, so ends this 24 hours with thick foggy weather. No Obs.

Tuesday July 27th

Commences with light breezes from the S.W. with a thick fog & a heavy swell heaving from the S.W. at sunset took the Top Gallant sails & jib. Course N.E. & E. Middle part light air & foggy steering N.E. Latter part the same steering N.E. & E. Lat 61.10 N Long 177.36 W

Friday July 28th

Commences with light breezes from the S.W. with foggy weather steering N.E. & E. under all drawing sail. Middle part the same took in the Fore Top Gallant sail Latter part light breezes from the S.W. to S.E. steering N.E. & E. under all sail, with foggy & hazy weather, at 11 A.M. saw Cape St. Thaddeus bearing N.E. & E. distant 20 miles, so ends, saw one Fin back & several Hectors. 62.10 N

Saturday July 29th

Commences with calm thick foggy weather the nearest land bearing N.W. distant 45 miles at 1 P.M. lowered a boat to try the current, found it to be setting to the S.W. with sounding at 55 fathoms, at 3 P.M. sounded again reached bottom with 45 fathoms of line, at 4 P.M. light air from the N.E. heading from S.W. to W. not having steering way on, Middle part light breezes heading S.W. to W. S.W. Latter part moderate breezes from the S.E. heading E. & E. with cloudy weather, at 4 P.M. sounded found bottom with 66 fathoms line, No Obs. at meridian sounded found no bottom with 100 fathoms of line.

Lat 61.22 N
Long 179.47 W

Friday July 30th

Commences with fresh breezes from the SE with overhanging clouds. Steering E. N. E. at 4 P. M. took in Top Sall and sail & fly jib at 8 P. M. double reefed Topsails. Middle part fresh breezes & cloudy heading E. Latter part cloudy steering N. under double reefed Topsails. so ends.

62° 31' N

179° 41' W

Saturday July 31st

Commences with brisk breezes from the S steering N. with overhanging clouds. at 3 P. M. steered N. by W. at 4 P. M. shifted to the wind heading E. S. E. & sound found 45 fathoms of water. Middle part fresh breezes & thick heading E. Latter part at day light fresh breezes from the S. N. W. above ship heading N. N. W. at 8 A. M. moderate breezes from the N. W. heading to the Southward & Westward with thick foggy weather. so ends.

Sunday Aug 1st

Commences with light breezes with thick foggy weather heading to the Southward & Westward. at 1 P. M. steered S. N. W. broke out broad & water. at 7 P. M. commenced standing whole watches. Middle part steered S. at 1 o'clock the wind hauled out from the S. tacked ship heading E. S. E. Latter part moderate breezes from the S. by E heading S. W. by W. under all sail with foggy weather.

Lat 62° 20' Long 179° 35' W

Monday Aug 2nd

Commences with moderate breezes from the S. by E with cloudy weather heading S. W. by W. saw several Fin backs & one right whale going quick to the East. at 5 P. M. tacked ship to the E. Middle part light breezes from the E. N. E. at 11 o'clock tacked ship to the South. Latter part fresh breezes from the E. N. E. steering S. saw several Hump backs & jumpers. so ends.

Lat 7° N
178° 55' W

Tuesday Aug 3rd

Commences with strong breezes from the N. N. E. with cloudy weather & a rugged sea steering S. Middle part the same steering S. by W. Latter part moderate winds with foggy weather steering S. E. N. sent & set a Fore Top mast Studding sail. also sent in fly jib to mend.

Wednesday Aug 2nd 1847

Commences with fresh breezes from the N. E. steering S. W. with cloudy weather, at 3 steered W. S. W. Middle part light breezes from the N. W. with thick weather. Latter part light variable winds with cloudy weather heading from S. W. to S. E. so ends the watch employed in washing ship.

Thursday Aug 3rd

Commences with light air & calm with thick weather employed in washing ship. took in 1 bbl of Flour. Middle & Latter part light air & calm with foggy weather employed in breaking out meat, Molasses, Apples, Pickled Onions, saw 3 in backs.

5-8 28 N 178, 5-0 2

Friday Aug 4th

Commences with calm pleasant weather the watch employed in making scrub brooms. Middle part light variable air & calm with foggy weather. Latter part the light air heading to the Southward & Westward, so ends with a thick fog.

5-8 22 S 170

Saturday Aug 5th

Commences with light air from the N. E. with thick foggy weather heading S. W. the watch employed in making scrub brooms & teeth. Middle part a light sail from the N. W. with a very thick fog heading W. by S. Latter part light breezes from the N. E. with cloudy weather steering W. by S. under all drawing sail, the watch employed in breaking out water.

Sunday Aug 6th

Commences with moderate breezes from the N. E. with cloudy weather steering W. by S. at 3 P. M. the wind hauled to the N. E. Middle part fresh breezes with cloudy weather. Latter part fresh breezes from the N. E. with cloudy weather, saw several Hump backs. So ends these 24 hours.

Monday Aug 7th

Commences with fresh breezes from the N. with cloudy weather steering W. saw one Hump back & a carcass. Middle part fresh breezes from the N. E. with thick rainy weather, at 9 o'clock luffed to the wind with the main topsail aback, at 12 o'clock wore ship to the E. S. E. Latter part moderate breezes from the N. E. at 7 A. M. kept off steering N. at meridian saw land bearing per compass N. N. W. distant 35 miles.

5-7 5-5 N 170

Tuesday Aug 10th 1847.

Commences with cloudy weather with moderate breezes from the N.E. steering N. saw several Hump backs at 4 P.M. luffed off shore heading E by S. land bearing per compass N. S. W. distant 10 miles. Middle part flew double reefed the Topsails. at 10 o'clock wore ship to the N.W. Latter part light airs from the N.E. & heading E by S with a heavy swell setting to the Westward. at 9 A.M. calm cloudy weather. so ends with the land in sight distant 12 miles.

Wednesday Aug 11th

Commences with calm cloudy weather with the land in sight. saw Hump backs at 1 P.M. light breezes from the N.W. with rain weather heading S.E. by S. at 3 P.M. cleared up a little. Tacked ship to the N.W. at 6 P.M. luffed off shore heading E.S. the nearest land bearing N. S. W. distant 8 miles. Cape Winklesky bearing N. distant 20 miles. Middle part steered E.S. at midnight luffed to the wind with the Main Topsail aback heading S. Latter part light breezes from the S by N heading S.E. by E. saw Hump backs. 3-7. 20 N 164. 44 8

Thursday Aug 12th

Commences with light breezes from the S.W. heading S.E. saw a Hump back. Middle part light breezes from the S heading E.S. at midnight tacked to the N.W. at 4 A.M. tacked to the E. Latter part light variable winds. at 5 A.M. tacked to the S.W. at 8 A.M. steered S by N. to the S.

Friday Aug 13th

Commences with moderate Easterly winds with rain weather steering S.W. saw Hump backs at 6 P.M. strong N.E. winds took in the Fore & Main Topsails, put & closed reefed the Main Topsail & luffed to the wind. Middle part more moderate. at 2 o'clock wore ship to the N.W. Latter part light breezes with cloudy weather steering N.W. saw 1,000 Hump backs.

Saturday 14th Commences with light variable winds heading from N by S to S. saw Hump backs. Middle part light air steering E by S. at 1 A.M. luffed to the wind with the Main Top sail aback. Latter part kept off steering E by S. at 9 A.M. came in a thick fog. so ends.

Sunday Aug 15th 1847

Commences with light breezes from the S.W. heading S.E. at 2 P.M. saw a Whump back wore ship to the N.W. broke out water at 6 P.M. hatched ship to the S.E. with a very thick fog. Middle part fresh breezes laying with the Main topsail aback. Latter part moderate breezes from the S.E. & heading S.W. at 9 P.M. saw Chering Island bearing per compass distant 40 miles.

Monday Aug 16th

Commences with light breezes from the S.W. & heading S.W. with thick rainy weather. saw a ship at 5 P.M. wore ship to the S.W. at 10 o'clock spoke ship Phil of New Bedford. Middle part light breezes from the S.E. heading S.E. with rainy weather. Latter part light breezes with cloudy weather steering S.W. & so ends.

Tuesday Aug 17th

Commences with moderate breezes from the N.E. steering E.S.E. at 1 P.M. saw Chering Island bearing & distant 30 miles. at 2 P.M. lowered the boats for scrag whales but without success at 5 P.M. kept off steering E. at sun set double reefed the topsails & stood off shore heading N.W. Middle part light breezes stood off & on shore. Latter part light airs and calm at day light saw two right whales. lowered the boats & got one. took him to the ship commenced cutting. so ends with two ships in sight one cutting.

Wednesday Aug 18th

Commences with calm pleasant weather land in sight distant 30 miles finished cutting & cleared up decks. Middle part light airs & calm employed in boiling. Latter part moderate breezes from the S.W. with good weather. lowered the boats twice for right whales but without success they going quick to the North. so ends with land & two ships in sight.

Thursday Aug 19th

Commenced with fresh breezes from the S.E. with cloudy weather employed in boiling & whaling but without success. saw land & two Ships. Middle part moderate breezes under double reefed Topsails. Latter part light winds from the E.S.E. heading S.W. saw several Hump backs, land & two Ships. Sotends.

Friday Aug 20th

Commenced with moderate breezes from the E heading S.W. employed in boiling. saw two right whales going quick to the N.E. lowered but without success put a man in iron for insolence & clenching an officer. Middle part moderate heading S.W. under double reefed Topsails. Latter part calm cloudy weather employed in breaking out water.

Saturday Aug 21st

Commenced with light breezes from the N.W. steering E.S.E. employed in boiling & other necessary jobs. let Brown out of iron. saw right whales going quick to the N.W. lowered the boats but without success. Middle part lay with the Main Topsail aback, heading S.W. under short sail. at 4 o'clock finished boiling. Latter part, light breezes employed in chasing whales within 6 miles of the land, bearing E.S.E. but without success. most of them going quick to the N.W. Sotends.

Sunday Aug 22nd

Commenced with light S.W. wind employed in chasing whales but without success they being very wild. Middle part light airs with thick foggy weather. Latter part light airs & calm with a thick fog employed in stowing down oil. saw two right whales going quick to the South.

Monday Aug 23rd Commenced with light airs & calm with foggy weather steering in for the land. all hands employed in stowing down. saw three Ships 2 of them boiling. Middle part light breezes with thick weather. Latter part light breezes from the E heading S.W. with a thick fog lying with the Main Topsail aback, employed in scraping bone.

Tuesday Aug 24th 1847

Commenced with light breezes from the W with thick foggy weather heading N. W. with the Main Topsail atack. at 4 P.M. wore Ship to the S.W. saw three Ships two of them boiling also saw several right whales to the windward & land to the E. S. distant 15 miles at sun set wore Ship to the N. W. took in the Main Top Gallantsail Middle part light breezes with foggy weather heading to the North & West part the night and to the South the remaining part. Latter part cloudy saw several right whales lowered the boats & struck one so and with the boats fast land in sight bearing B. S. 125 & distant 8 miles.

Wednesday Aug 25th

Commenced with light breezes from the W. W. with cloudy weather the boats employed in killing the above whale, at 2 P.M. came in a thick fog at 3 P.M. took the whale along side & got ready for cutting at 9 o'clock lashed down for the night & made all sail heading N. W. Middle part light air towing the whale partly off shore. Latter part light air with pleasant weather finished cutting the whale & chased more but without success so and saw several right whales, 4 Ships, and the land bearing & distant 4 miles.

Thursday Aug 26

Commenced with light breezes from the E with pleasant weather, employed in clearing up deck & chasing whales got one took him along side & took in sail for the night. Land bearing from S. E. to E the nearest land distant 8 miles at 10 P.M. spoke the Ship Addison of New Bedford Middle part lashed by the whale. Latter part calm employed in cutting in the whale at 10 A.M. the B. B. of the Ship Wellesport came on board, so and.

Friday Aug 27th Commenced with light breezes from the W. W. with pleasant weather finished cutting & stood to the N. saw right whales going quick to the N. W. at 6 P.M. the Captain went on board of the Ship Sen. Williams Middle part fresh breezes. Latter part light gales from the N. W. with rugged weather bent a new Top mast staysail so and with the land in sight to the E. S. the Ship heading W employed in boiling.

Saturday Aug 28th 1847.

Commenced with moderate gales from the N.W. with
ragged weather heading N. employed in boiling saw
land to the Eastward distant 20 miles at sun set
wore ship to the N.E. Middle part fresh gales with
rain weather. Latter part moderate breezes with thick
hazy weather. saw land to the E distant 20 miles also saw
one right whale going quick to the N. so ends.

Sunday Aug 29th

Commenced with light breezes from the N. heading
N.W. with thick cloudy weather all hands employed
in boiling & breaking out. started 1 Kro of Butter & 2
bbls of meat. saw 3 right whales hovered the boats
for one but without success. Middle part light breezes
heading E at midnight wore ship to the N. Latter part
moderate breezes with cloudy weather heading N.W. all
hands employed in boiling & stowing down oil. so ends.

Monday Aug 30th

Commenced with moderate breezes from the N.W. with cloudy
weather. all hands employed in stowing down oil & boiling
saw 4 hump backs. also saw land to the E distant 15 miles.
between hours of 2 to 4 P.M. steered to the North & East.
Middle part light breezes heading to the N.E. at mid-
night wore to the N.W. Latter part light airs from
the W. steering N.E. & N.N.E. for the land. so ends with
three ships in sight & the land. the nearest point
bearing N.E. distant 15 miles.

Tuesday Aug 31st

Commenced with light variable airs & calms heading
in for the land employed in boiling. at 6 P.M.
the Captain went on board of the Ship Addison.
at sun set the nearest land bore N.W. by E dist 12 miles.
Middle part moderate breezes from the N.W. head N.
at midnight wore ship to the N.W. Latter part light
breezes heading N. along with the land which was to
the N.N.E. distant 10 miles. at 7 P.M. finished boiling.
so ends, all hands employed in stowing down oil.

90
Wednesday Sept 1st 1847.

Commenced with light air & calm heading N all hands employed in stowing down oil. saw several right whales going quick to the Westward. at sun set the NW point of Shermes Island bore NNE distant 12 miles. the ship Steadins RSW. Middle & Latter part light air & calm employed in stowing down oil & chasing whales but without success. so ends with one ship & the land in sight distant 20 miles.

Thursday Sept 2nd

Commenced with light air & calm employed in stowing down oil. saw several right whales. at sun set land bore S E NE distant 25 miles. Middle part light breezes from the NW heading to the RSW under whole topsails. Latter part light breezes heading to the RSW saw right whales lowered the boats but without success. at 8 AM saw Mt. Kamshatka bearing RSW distant 25 miles.

Friday Sept 3rd

Commenced with moderate breezes from the S heading RSW saw one right whale lowered the boats for him but without success. at 5 PM wore ship to the ESE. Middle part fresh breezes with rainy weather. Latter part light variable winds heading NW saw one right whale lowered the boats for him but without success. so ends employed in scraping bone.

Saturday Sept 4th

Commenced with fresh breezes from the NE heading ESE saw 4 ships & plenty wild whales. lowered the boats twice but without success. at sun set double reefed the topsails & furled the jib. Middle part light breezes heading to the ESE part the night & to the NW the remaining part. Latter part light air & calm with fine pleasant weather. employed in scraping bone. so ends. saw nothing.

x Sunday Sept 5th. Commenced with light air & calm heading RSW at sun set Mt. Kamshatka was in sight bearing per compass NW distant 30 miles. double reefed the topsails & furled the jib heading NW to N. Middle & Latter part moderate breezes from the SSW. at 10 AM saw right whales lowered & got one took him along side & commenced cutting. so ends these 14 hours.

Monday Sept 6th 1847.

Commenced with fresh breezes from the S with cloudy weather heading E. S. E. employed in cutting the above whale. at sun set finished cutting & took in sail for the night. Middle part fresh breezes employed in clearing away the whales head. the ship heading E. S. E. Latter part light gales from the S. heading W. S. W. with a rough sea. the men employed in breaking out shooks & the cooper setting them up. so ends.

Mollays

Tuesday Sept 7th.

Commenced with light gales from the S with cloudy fair weather heading N. E. W. employed in setting up shooks & getting ready for boiling. at 4 P. M. wore to the E. S. E. & closed reefed the Main Topsail. Middle part fresh gales & fair employed in boiling. Latter part more moderate saw 1 ship, 1 right whale & Bherings Island bearing per compass S. distant 15 miles. so ends.

Wednesday Sept 8th

Commenced with light gales from the N. W. with rugged weather employed in boiling. Saw two ships & two right whales. at 1 P. M. wore ship Bherings Island bearing S. distant 20 miles. at 6 P. M. wore to the South & East. Middle part strong breezes from the S. W. at midnight wore ship to the N. at 4 o'clock wore ship to the E. S. E. Latter part strong breezes & rugged. saw Bherings Island to the S. distant 15 miles. at 10 A. M. took a dead whale along side & commenced cutting him in. so ends.

Thursday Sept 9th

Commenced with strong breezes from the S. W. with rugged cloudy weather employed in cutting the above whale. saved his lips, throat, & one piece around him then cut his flukes off & let him go. at 5 P. M. all hands employed in boiling setting up shooks & clearing the deck. at sun set took in sail for the night. Middle part fresh southerly winds heading to the N. with rainy weather. Latter part light air from the N. with fine pleasant weather heading N. E. W. saw one ship. also Mt. Kamtschatka distant 40 miles bearing N. E. W. so ends. saw no whales.

Ship

31

Friday Sept 10th 1847.

Commenced with light airs & calm steering N by W with fine pleasant weather the watch employed in boiling saw land at sun set Mt. Kamschatka bore N by E distant 30 miles. Middle part light breezes from the SW heading N by E at midnight hauled aback the Main Topsail. Middle part. Latter part light breezes from the N by E heading S all hands employed in stowing down oil. so ends with fine weather land in sight bearing E distant 20 miles. Saw nothing.

Saturday Sept 11th

Commenced with light breezes from the W with pleasant weather steering S by E for Bhering Island all hands employed in boiling & stowing down oil. Middle part light winds from the SW steering NE at 12 o'clock finished boiling. Latter part light variable winds steering in for the land at day light saw Bhering Island bearing S by E distant 20 miles also saw two ships a boiling at 11 AM lowered the boats for two right whales but without success so ends the SE point N by E distant 12 miles.

Sunday Sept 12th

Commenced with light variable winds with pleasant weather steering along with the land saw no whales at sun set double reefed the Topsails & furled the jib & luffed to the wind heading N the NE point of bearing S by E distant 12 miles. Middle part strong breezes. Latter part light gales from the NE saw three right whales lowered the boats for them but without success Bhering Island bearing E by S distant 10 miles at 11 AM breasting it took in the Fore & Mizzen Topsails & kept off steering S so ends.

Monday Sept 13th

Commenced with fresh gales from the NE with rainy weather steering S by W at 8 PM split the Foresail. bent it down & bent a new one also clost reefed the Main Topsail & luffed to the wind heading E by S. Middle part fresh gales steering round under a clost reefed Main Topsail. Latter part more moderate heading to the E by S so ends these 24 hours.

Tuesday Sept 14th 1847

Commenced with light gales from the NE heading ESE with rainy weather. at 6 PM more moderate. wore ship to the NW & set the Foresail. Middle & Latter part strong breezes heading NW with cloudy weather employed in scraping bone. so ends. saw nothing.

Wednesday Sept 15th

Commenced with fresh breezes with squally weather heading NW saw several Fin backs. at sun set took in sail & wore ship to the ESE. Middle part strong breezes & squally. Latter part light breezes from the NE with cloudy weather steering NW by N. at 11 AM sent down the Main Topsail so ends. Lat 53.01 N Long 162.37 E.

Thursday Sept 16th

Commenced with light breezes from the NE with pleasant weather steering NW by N. bent a new Main Topsail. at 3 PM had the wind from the N. kept off steering N by E. at 3 PM saw land bearing N distant 50 miles. at sun set double reefed the Topsail & Middle part light air steering ESE. Latter part fresh breezes from the NW heading N. NW at 9 AM wore ship & stood SE Cape Kronotskoi bearing N distant 10 miles. so ends. saw Hump backs.

Friday Sept 18th

Commenced with moderate breezes from the SSW with cloudy weather steering SE by E at 1 o'clock stood whole watches. Middle & Latter part light winds weather weather, all hands employed in stowing down oil. so ends.

Saturday Sept 18th

Commenced with light variable winds with fine pleasant weather heading to the SE east employed in stowing down oil. Middle part fresh breezes from the SE steering E by S. Latter part light breezes from the W with fine pleasant weather. saw several Hump backs. so ends these 24 hours.

Sunday Sept 19th 1847

Commenced with light air & calm steering S. S. E. with fine pleasant weather. saw several Fin backs. Middle part light variable winds heading to the South & East. Latter part light air from the S. W. with cloudy weather steering S. by E. saw several Fin backs so ends.

Monday Sept 20th

Commenced with light winds from the S. W. with fine pleasant weather steering S. W. by N. Middle part moderate breezes from the S heading S. S. E. Latter part fresh breezes from the S. S. E. heading E. took in the Fore & Mizen Top Gallantsail & by 4 p.m.

Tuesday Sept 21st

Commenced with strong breezes from the S. W. with cloudy and rugged weather heading S. E. took in the Main Top Gallant sail & double reefed the Topsails at 6 P. M. took in all sail to a close reefed Main Top sail & turned up the Starboard boat. Middle part heavy gales from the S. E. at day light more moderate set the courses by double reefed Fore & Mizen Topsails at 11 A. M. fresh gales from the N heading N. W. took in the Topsails Fore & Mizen, jib & courses also the Bow boat & turned up the Larboard & Wake boats so ends.

Wednesday Sept 22nd

Commenced with strong gales from the N. W. heading S. W. Middle part the same. Latter part more moderate kept off steering S. by E. set double reefed Fore & Mizen Topsails, Main Top sail & Main Top Gallantsail so ends.

54.09 N
168.31 E

Thursday Sept 23rd

Commenced with fresh breezes from the N. W. with rugged weather steering S. S. E. turned the reef out the Fore Top sail & set the Fore Top Gallantsail. Middle part moderate breezes from the S. W. Latter part moderate breezes from the S. E. with cloudy weather. saw Fin backs so ends.

Lat by Obs 49.08 N Long by Chron 169.03 E

Friday Sept 24th 1847

Commences with moderate breezes from the N.E. to N with cloudy weather steering S.E. at 3 P.M. steered S. saw Hump backs & Fin backs at 5 P.M. took in the Fore & Main Top Gallantails & Mainsail Middle part fresh breezes lying with the Main Topsail aback heading E. Latter part fresh breezes from the N.E. with rugged & cloudy weather steering S by E. saw Hump backs.

Saturday Sept 25th

Commences with strong breezes from the N.E. with both cloudy & rugged weather heading E. S.E. at 5 P.M. doubled the Topsails & furled the jib. Middle and Latter parts moderate gales at midnight took in the Fore & Mizen Topsails & close reefed the Main Topsail.

Sunday Sept 26th

Commences with fresh gales from the S.E. heading E. S.E. at 6 o'clock took in the Foresail Middle part the same. Latter part more moderate set the Foresail, Fore Topsail & Mizen Topsail. So ends.

Monday Sept 27th

Commences with strong breezes from the E. S.E. with rugged cloudy weather heading S.E. Middle & Latter part strong breezes from the E. with rainy weather heading S.E. so ends.

Tuesday Sept 28th

Commences with strong breezes from the S.E. with rainy weather heading S.W. at 6 P.M. wore ship to the E. by N. Middle & Latter part moderate breezes from the W. S.W. steering E. S.E. the watch employed in cleaning around the Dry works. So ends.

44 55 10
17 08 8

Wednesday Sept 29th

Commences with moderate breezes from the S.W. steering E. S.E. at 4 P.M. S.E. by E. Middle part light breezes from the S.W. Latter part moderate breezes from the S. with foggy weather heading E. S.E. got out water.

Thursday Sept 30th 1847

Commenced with moderate breezes from the S with thick weather heading E. S. E. Middle & Latter part moderate breezes from the S. W. with a very thick fog employed in washing the lower masts. so ends. No Ws.

Friday Sept 31st

Commenced with variable winds with rain weather steering E. S. E. Middle & Latter part moderate breezes from the S. W. with pleasant weather. the watch employed in breaking out meat to resalt. so ends.

Saturday Oct 2nd

Commenced with fresh breezes from the E with cloudy weather heading E. S. E. the watch employed in breaking out, coopering & salting meat. Middle part headed N. by E at midnight had the wind from the N. steered E. by S. Latter part light gales from the S. W. employed in coopering & resalting meat. so ends.

Sunday Oct 3rd

Strong breezes from the S. W. steering E. by N. & by S the watch employed in stowing away meat. Middle part fresh breezes from the N. W. with rain steering E. S. E. Latter part strong breezes from the E. N. E. heading S. E. with rain. so ends.

Monday Oct 4th

Commenced with strong breezes from the E. N. E. with thick rainy weather. at 3 P. M. breacing on. split the jib & shortened sail. Middle part fresh gales took in the Fore Topsail at midnight took the wind from the S. W. made sail & steered E. S. E. Latter part moderate breezes, the watch employed in breaking out meat. so ends. Lat 37.43 10

Tuesday Oct 5th

Commenced with fresh breezes from the S. W. steering E. S. E. the watch employed in coopering, resalting & stowing down meat. Middle part the same. Latter part moderate breezes from the N. W. steering E. by S employed in stowing away meat. so ends. Lat by Ws. 36.17 20 Long 178.18 31

Wednesday Oct 1st 1847

Commenced with fresh breezes from the N.W. steering E
the watch employed in mending & bending the rig
Middle & Latter part moderate breezes from the N.W. with
some rain steering E by S employed in breaking out shooks so ends.

Thursday Oct 2nd

Commenced with light breezes from the N.W. with rainy
weather steering E by S. put out the Bow boat. Middle part
moderate breezes from the N.W. with pleasant weather.
Latter part fresh breezes from the N steering S employed in
setting up shooks so ends.

Lat 34.18 N
Long 171.20 W

Friday Oct 3rd

Commenced with moderate breezes from the N steering E by N
employed in setting up shooks. Benta new Fore Top Sallantail.
Middle part light winds from the N.W. heading E.
Latter part light breezes from the N steering E by N employed
in drying bone & setting up shooks so ends.

Lat 33.59 N
Long 170.01 W

Saturday Oct 4th

Commenced with light air & calm with pleasant weather
employed in drying bone & setting up shooks.
Middle part moderate breezes from the N.W. steering E by N
Latter part fresh breezes from the N.W. so ends.

Lat 33.48 N
Long 167.47 W

Sunday Oct 5th

Commenced with fresh breezes from the N steering E by N
employed in setting up shooks took in a bit of Hoor.
Middle & Latter part fresh breezes from the N.W. steering E by N
so ends.

Lat 33.55 N

Monday Oct 6th

Long 168.55 W

Commenced with strong breezes from the N.W. with squalls
weather steering E by N. Middle part fresh gales from
the N.W. with heavy squalls steering E by N. Latter part
more moderate set the Fore & Mizen Topails & turned the
reefs out the Main Topail & steered E so ends.
Tuesday Commenced with strong breezes from the N.W. steering E,
Middle & Latter part light breezes with a very heavy swell
employed in making stowage between decks. Saw a school of
Black Fish so ends.

Lat 32.36 N
Long 159.07 W

Wednesday Oct 13th 1847

Commences with light airs from the N with a heavy swell
steering & employed in stowing away pipes. Middle part
light breezes from the W, SW steering & SE. Latter part light air
from the S with fine pleasant weather employed in stowing
flour away in the After hold, so ends with a Ship in sight.

Lat 31.58 N

Thursday Oct 14th

Commences with light air from the S with pleasant weather
steering SE at 12 PM the Captain of the Robert Bourse of
New London came on board reported her with 4300 bbls of oil
27 months out. Middle & Latter part light baffling winds
employed in drying bone & chasing Black Fish. so ends.

Friday Oct 15th

Commences with light breezes from the SE employed in
air in bone & chasing Black Fish. Spoke the Ship John
of New Bedford 40 months out with 1900 bbls of oil. Middle &
Latter part fresh breezes from the SE with rugged weather

Lat 32.13 N

Saturday Oct 16th

Long 156.01 W

Commences with fresh breezes from the SE with rugged but
pleasant weather heading E. NE. Spoke the Ship John.
Middle & Latter part moderate breezes heading E by N. so ends.

Lat 32.24 N

Sunday Oct 17th

Long 153.22 W

Commences with moderate breezes from the SE with
pleasant weather heading E by N. employed in breaking
out water & meat. Middle part squally. Latter part mod-
erate breezes from the SE heading S. SW with pleasant weather.

Lat 32.17 N

Monday Oct 18th

Commences with moderate breezes from the SE with
fine pleasant weather heading E. NE. saw a Ship.
Middle & Latter part moderate breezes from the E by N heading
E by S employed in drying bone. so ends. Lat

Lat 31.56 N

Long 152.31 W

Tuesday Oct 19th 1847

Commenced with fresh breezes from the E steering S by E had a squall of rain which wet the fore Middle & Latter part the same employed in fishing the Fore Topsail yard, so ends of saw Gun backs No 66.

Tuesday 19th Wednesday Oct 20th

Commenced with fresh breezes from the E steering S by E employed in mending the Fore Topsail yard & sail, saw Gun backs, Middle & Latter part the same finished fishing the Topsail yard, so ends. Lat 6 66 22 13 10
Long by Chron 152 08 30

Wednesday Thursday Oct 21st

Commenced with fresh breezes from the E with pleasant weather, steering S by E employed in mending the Fore Topsail & yard, broke out for St. Louis, Middle & Latter part baffling winds with some rain employed in washing ship, so ends. Lat 6 66 12 6 10 10
Long by Chron 152 31 30

Thursday 21st Friday Oct 22nd

Commenced with moderate breezes from the E & N with pleasant weather steering S by E employed in washing ship, Middle part light breezes Latter part the same steering E by S & S by E employed in drying bone & scraping the quarter deck spars, so ends. Lat 38 10 152 34 30

Friday Oct 22nd

Commenced with light breezes from the E & N with fine pleasant weather steering S by E employed in drying bone & scraping down the masts, Middle part light & pleasant. Latter part light variable winds employed in cleaning ship & varnishing the quarterdeck spars, so ends. Lat 23 44 10

Saturday Oct 23rd

Commenced with light breezes from the E & N with pleasant weather steering S by E employed in cleaning ship, Middle & Latter part light baffling winds employed in cleaning ship & painting boats, so ends. Lat 22 30 Long 151 50

Sunday Oct 24th Commenced with light pleasant winds steering S by E employed in cleaning ship & painting boats, Middle part light breezes from the E & N to E by S. Latter part light breezes from the E by S with fine pleasant weather steering S, so ends.

21.09 10 152.17

~~22.52 10 151.50 44~~

Monday Oct 25th 1827.

Commences with light pleasant winds from the E steering
I saw several Hump backs. Middle & Latter part fresh
breezes from the NE steering NW so ends.

Lat
Long

Tuesday Oct 26th

Commences with fresh breezes from the NE to N with over
casts steering N by E. at 4 P M bent the cable. Middle part
moderate breezes from the E steering N by E. at 2 o'clock luffed
to the winds with the head yards aback. Latter part
moderate breezes with pleasant weather. at day light saw
the East point of Lubee bearing per compass distant
miles. at 11 A M spoke the Ship Ohio of New Bedford
full of oil bound to Nelo & from there home. so ends. Steering
along the land for Biron bay.

Wednesday Oct 27th

Commences with light breezes from the E NE steering for
Biron bay. at 12 P M took a pilot. at 3 P M came to
Anchor in Biron bay in 12 fathoms of water.

Nov 9th

At 6 A M weighed Anchor & went to sea.

Nov 10th

Commences with light breezes from the SE steering N N by W.
the Captain went on board the Ship Ohio Middle part
light variable winds steering NW at midnight steered N N by E
Latter part fresh breezes with rain employed in beating to the
windward. so ends employed ~~at anchor~~ ^{at anchor} in sight.

Nov 11th

Commences with fresh breezes from the N N W to N W with
rain employed in beating to the windward. at sun set moved
back from N N W to N W Middle part light breezes from the SE
steering N N by W. Latter part light pleasant trades steering
along the land. so ends.

Friday Nov 12th 1847,

Commences with light pleasant trades steering along the land, at 4 P.M. came to Anchor in Lahaina roads in 17 fathoms of water. Middle & Latter part fine pleasant weather employed in painting the outside of the ship with one watch on liberty so ends.

Friday Nov 19th

Latter part light breezes from the S.W. at 11 A.M. weighed Anchor & stood outside the Shipping So ends.

Saturday Nov 20th

Commences with light baffling wind employed in tying off & on. at 4 P.M. the Captain came on board & shaped his course for Koa-hoo. Middle part fresh trades steering N.W. at midnight saw the Island of Koa-hoo. Duffed N.W. at 2 o'clock duffed off shore with the Main Top sail aback. at day light kept off steering for Honolulu. at 8 A.M. the Captain went on shore. so employed in tying off & on.

Nov 21th Nov 22th

these days employed in tying off & on.

Nov 28th

Commences with light airs from the S.E. employed in tying off & on. bought a boat & sent Mr Spooners things on shore. at Sun set the Captain came on board. Middle & Latter part light airs from the S.W. heading to the S.E. employed in stowing the Anchors. so ends.

Wednesday Nov 24th

Commences with light airs from the S.W. heading to the S.E. at 5 P.M. called all hands aft & chose watches & boat's crew. at sun set Koa-hoo bore N.W. Mowee, Panai & Morotoi was in sight to the Eastward. Middle & Latter parts light airs & calm employed in fitting & repairing boats. so ends.

Thursday Nov 25th

Commences with light airs from the N.W. steering S.E. at sun set Panai & Lahodowa was in sight to the North West. Middle & Latter part light breezes from the N.E. steering N.W. employed in repairing boats & several other necessary jobs. so ends.

Friday Nov 26th

Commenced with light pleasant N.E. winds steering S.E.
Middle & Latter part fresh breezes from the E. N.E. with
squally weather heading S.E. so ends.

Saturday Nov 27th

Commenced with fresh winds from the E. N.E. heading S.E.
This day we commenced wetting the oil. Middle part squally
Latter part more moderate. So ends steering S.E. Lat 15.01 N

Long 155.44 W

Sunday Nov 28th

Commenced with fresh breezes from the N.E. steering S.E.
with pleasant weather. Middle & Latter part the same.

Lat 13.24 N

Tuesday Nov 30th

Long 154.57 W

Commenced with fresh trades heading S.E. Middle & Latter
part moderate breezes under all sail heading S.E.

Lat 12.13 N

Wednesday Nov 31st

Long 154.27 W

Commenced with moderate trades heading N.E. & employed
in rigging up an old Main-sail. Middle part the same. at
midnight hauled aback the Main Top-sail. Latter part
light variable winds with rain employed in mending the
Fore-sail. So ends. No W.

Thursday Dec 1st 1847

Commenced with variable Easterly winds with rain
heading to the South & East. Middle part squally
Latter part fresh breezes from the E. N.E. heading S.E. so ends

Lat 9.19 N

Friday Dec 2nd

Long 152.04 W

Commenced with fresh breezes from the E. N.E. with pleasant
weather heading S.E. under whole Top-sail, jib & courses.
Middle part squally. Latter part strong breezes & squally
rainy weather steering S.E. at 4 A.M. double reefed the
Top-sails. So ends.

Lat 9.47 N

Saturday Dec 3rd Commenced with strong
winds from the N.E. & steering S.E. Middle part the same
Latter part fresh breezes with some rain heading S.E. so ends.

Long 152.43 W

Lat by Obs 6.32 N Long by Chron 152.15 W

Sunday Dec 4th 1847.

Commenced with moderate breezes with squalls heading S.W. employed in breaking out water, receiving new Fore Topsail braces & wetting the oil. Middle & Latter part light baffling winds with rain heading to the South & West, so ends.

Monday Dec 5th

Commenced with light baffling winds with rain heading to the South & East. Middle part light Easterly winds heading to the South & East. Latter part light winds with rain heading to the Southward, so ends. No Obs

Tuesday Dec 6th

Commenced with moderate breezes from the S.E. with pleasant weather heading S.W. Middle & Latter part pleasant trades heading to the S.W. so ends. Lat 3.35-10 Long 153.41 W

Wednesday Dec 7th

Commenced with fine pleasant trades heading to the S.W. employed in fitting rigging. Middle & Latter part fresh trades heading S.W. employed in repairing the Foresail. Lat 1.56 10

Thursday Dec 8th

Commenced with fresh breezes from the E heading S.E. at sunset took in sail & commenced standing by the crew watches. Middle & Latter part fresh breezes heading to the S.E. so ends, saw nothing. Lat 0.19 N Long 155.04.

Friday Dec 9th

Commenced with fresh breezes from the E heading S.E. employed in mending the Foresail. Middle & Latter part the same. at 11 A.M. saw a school Black Fish so ends. Lat by Obs 1.00 S Long 155.12 W

Saturday Dec 10th

Commenced with moderate Easterly winds heading S.E. employed in mending the Main Topsail. Middle & Latter part fresh breezes from the E heading S.E. so ends. saw a Ship steering to the Westward.

Lat by Obs 2.44 S Long by Chron 155.27 W

Sunday Dec 11th 1827.

Commenced with moderate breezes from the E steering S.S.E. at sun set took in sail for the night. Middle & Latter part light pleasant winds from the E.S.E. heading S. under all sail.

Lat 3.22 S

Monday Dec 12th

Long 153.00 W

Commenced with light pleasant Easterly winds heading S.S.E. at 3 P.M. saw Malden Island bearing S.S.E. distant miles. at sun set wore ship to the N. Middle & Latter part moderate winds from the E.S.E. at midnight wore ship heading in shore. Latter part fine pleasant weather. at 9 A.M. the Captain went on shore & stayed one hour. so ends.

Tuesday Dec 13th

Commenced with pleasant winds from the E by S heading S by E. Middle & Latter part the same employed in drying bone & fitting rigging. so ends.

Lat 3.45 S

Long 154.34 W

Wednesday Dec 14th

Commenced with moderate breezes from the E by S heading S by E employed in drying bone. Middle & Latter part the same. so ends.

Lat 3.39 S

Long 154.46 W

Thursday Dec 15th

Commenced with moderate Easterly winds heading to the South & East employed in mending sail & wetting hole. Middle & Latter part light E.S.E. winds heading S.E. employed in drying bone & mending sail. so ends.

Lat 2.25 S

Long 154.06 W

Friday Dec 16th

Commenced with light Easterly winds heading S.E. & employed in mending sail & drying bone. Middle & Latter part the same steering S by E. so ends.

Lat 1.04 S

Long 153.85 W

Saturday Dec 17th

Commenced with light air from the E.N.E. with fine pleasant weather heading S.E. & at 4 P.M. steered S. Middle & Latter part light North winds with fine pleasant weather employed in mending sail. so ends.

Lat by Obs 12.16 S Long by Chron. 153.48 W

Sunday Dec 18th 1847

Commenced with light northerly winds with pleasant weather steering N at 5 P M steered S N Middle & Latter part baffling winds with rain steering S N so ends.

Monday Dec 19th

Commenced with light airs & calm with cloudy weather steering S N Middle & Latter part baffling winds with rain steering S N so ends. No obs

Tuesday Dec 20th

Commenced with moderate N E winds with rain steering S N at 6 P M steered N Middle & Latter part variable winds with rain squally weather steering N so ends.

Wednesday Dec 21st

Commenced with variable winds from the North & East with squally rainy weather steering N N W at 3 P M steered N N Middle & Latter part moderate breezes from the E with pleasant weather steering N by N so ends. Lat Long

Thursday Dec 22

Commenced with moderate breezes from the E with one squall of rain steering N by N at 4 P M saw a water spout. Middle & Latter part squally rainy weather steering N by N saw a water spout to the windward. so ends.

Friday Dec 23rd

Commenced with squally rainy weather with variable winds heading to the North West at 4 P M breasting on took in Top Gallantails jib & mainsail & doubled the Topsails at 8 P M saw a water spout. Middle & Latter part the same. so ends.

Lat. 11.08 S
Long. 158.32 W

Saturday Dec 24th

Commenced with moderate breezes from the N N E with pleasant weather heading S N Middle part steered S N by N at 1 o'clock hauled the Main Topsail aback. Latter part light N N E winds steering N N W employed in repairing the jib. so ends.

Lat by obs 10.19 S Long by Chron. 159.30 W

Sunday Dec 26th 1847
Commenced with light pleasant N.E. winds steering R.R. S.
at sun set took in Top Gallantails & M. part & stowed A.P.
Middle part steered N.W. until 4 P.M. then steered
R. Latter part pleasant steering R.R. S. under all sail.

Monday Dec 27th Lat 10.05 S
Commenced with fine pleasant weather steering R.R. S.
at 1 P.M. saw Wilson's Island ahead distant 20 miles
at 5 P.M. passed within 3 miles of the land, saw
several canoes but would not allow them along side.
Middle part squally & being with the Fore Top sail aback
Reading A. Latter part fresh breezes from the E. N.E.
steering R. employed in mending sail. so ends, Lat 9.52
Long 162.24

Tuesday Dec 28th
Commenced with fresh breezes from the E. steering R.R. S.
at sun set took in the Top Gallantails Middle & Latter
part fine pleasant weather steering N.W. R. so ends.
Lat 18.59 S

Wednesday Dec 29th Long 163.44
Commenced with light air from the N.E. with pleasant
weather steering N.W. R. at sun set took in Top Gallant
sail. Middle part squally & rainy. Latter part pleasant
employed in mending the Fore & Main Top Gallantails.
Lat 8.00 S

Thursday Dec 30th Long 165.02 W
Commenced with fine pleasant N.E. winds steering N.W.
Middle & Latter part the same employed in bundling &
drying bone. so ends.
Lat 6.05 S
Long by Chron 166.17 W

Friday Dec 31st
Commenced with fine pleasant N.E. winds steering N.W.
employed in bundling bone. Middle & Latter part fine
pleasant weather steering R. A. employed in drying bone.
Lat 5.42 S

Saturday Jan 1st 1848 Long 166.00 W
Commenced with pleasant N.E. winds steering R. A. employed
in bundling bone. Middle & Latter part squally & rainy
weather steering W. so ends
Lat 4.28 S Long 170.15 W

Sunday Jan 2th 1848

Commenced with moderate breezes from the N.E. with cloudy weather steering W employed in mending sail. Middle part lying too with the Fore Topsail aback. Latter part pleasant at day light saw Sidney's Island bearing W by S. Braced full the Fore Topsail & kept off steering for the land, at 7 P.M. went in shore with two boats but could not land, came on board & kept off steering W by S. so ends. Lat 4. 28. 0
Long 170. 54. 7 A M

Monday Jan 3th

Commenced with pleasant winds from the E. N.E. steering W by S at sun set passed Hull's Island distant 4 miles. Middle part lie with the Main Topsail aback. Latter part light airs steering W employed in mending & bending sails, drying bone, so ends. Lat 4. 31. 0
Long 172. 00. W

Tuesday Jan 4th

Commenced with light E. S. E. winds employed in chasing Black Fish & bundling & storing away bone, got two fish. Middle part calm. Latter part light airs steering W employed in mending sail, so ends. Lat 4. 34. 0
Long 173. 36. E

Wednesday Jan 5th

Commenced with light airs from the N.E. with very warm weather employed in mending sail, sent down the Main Topsail & bent another. Middle part moderate North winds lying with the Main Topsail aback. Latter part the same steering W. at 9 A.M. saw Saldness Island bearing N. S. W. distant 20 miles at meridian luffed too under the lee of the land, with the Fore Topsail aback. Lat 4. 43. 0
Long 174. 20. E

Thursday Jan 6th

Commenced with fresh North winds lying off on shore with one boat a shore a fishing. at 22 P.M. it came off kept off steering W. Middle part lay by under whole Topsails the Main Topsail aback. Latter part light pleasant North winds heading W by N employed in mending sail.

No obs.

Friday Jan 7th 1848

Commenced with light pleasant North winds heading to the West. Middle part day with the main topsail aback. Latter part being the ship being hove too under short sail, so ends.

Saturday Jan 8th

Commenced with light North winds with rainy drizzly weather. Steering N. Middle & Latter part light West by winds with cloudy weather heading to the South S. West. so ends.

Sunday Jan 9th

Lat by obs 4^h 42 B
Long by Chron 176^h 28 W

Commenced with light West by winds with cloudy weather heading S. by N. Middle & Latter part moderate N. by W. at 9 A.M. saw a school of sperm whales. kept the ship off for them, so ends.

Monday Jan 10th

Commenced with moderate N. by W. winds at 12 P.M. lowered the boats for the above whales. struck ~~two~~ ^{two} drawn from one & saved one, took him along side & commenced cutting. at sun set lashed down for the night. Middle part squally rainy weather being to the whale. Latter part moderate North gales at day light hooked on finished cutting, so ends.

Lat 5^h 02

Tuesday Jan 11th

Long 179^h 39 W

Commenced with Northerly gales heading N. by W. at 3 P.M. commenced boiling. at sun set wore ship to the S. by N. Middle & Latter part the same, with some rain, so ends.

Wednesday Jan 12th

Lat
Long

Commenced with strong breezes from the N. heading E. by N. employed in boiling. at sun set finished & wore ship to the N. by W. Middle & Latter part the same at day light set double reefed topsails, jib & mainsail, so ends.

Thursday Jan 13th

Commenced with moderate N. by N. heading N. by W. at sun set shortened sail. Middle & Latter part N. by E. winds employed in staving down oil, so ends.

Lat by obs 4^h 47 S

Long by Chron 179^h 54 W

Friday Jan 14th 1848.
Commences with light breezes from the E. N. E. with cloudy weather heading. Employed in stowing down oil. Middle & Latter part light pleasant N. E. wind steering R. N. E. employed in fitting rigging & breaking out for water. so ends.
Lat 6.00 S

Saturday Jan 15th Long by Chron
Commences with light pleasant N. E. wind steering R. N. E. employed in fitting rigging, saw a Fin back. Middle part steered the above course under short sail. Latter part light pleasant breezes steering R. N. E. employed in fitting rigging, so ends.
Lat 3.22 S

Sunday Jan 16th Long by Chron
Commences with light E. N. E. wind with cloudy weather steering R. N. E. employed in fitting rigging. At sun set shortened sail for the night. Middle part steering with the Main Top sail aback. Latter part pleasant steering R. N. E. under all sail, so ends.
Lat 3.15 S
Long 178.00 E

Monday Jan 17th
Commences with moderate North winds steering R. N. E. under all sail. saw a sail to the windward. At sun set shortened sail & wore ship to the East. Middle part pleasant at midnight wore to the N. E. Latter part fresh winds steering N. E. by N. saw two ships. so ends.
Lat 3.05 S
Long 177.17 E

Tuesday Jan 18th
Commences with moderate breezes from the N. N. E. steering N. E. by N. at 5 P. M. spoke Ship Bouriseau of New Bedford. Middle part heading N. N. E. under whole Top sail. Latter part fine pleasant weather employed in chasing sperm whales. struck three saved two, drawn from one. At 1 A. M. saw Island bearing 100 miles, so ends.

Wednesday Jan 19th Commences with pleasant weather employed in cutting the above whales. finished & spoke ship California, Newton & Bouriseau of New Bedford. Middle & Latter part pleasant employed in boiling heading N. N. E. at day light saw Patches Island. at 8 A. M. spoke the Barque Newton. so ends.

Thursday Jan 20th 1848

Commences with light winds from the E. N.E. steering N. N.W.
employed in boiling & gamming with the Ships Newton, California
& Grassman. Middle part light air heading S. E. at day light
finished boiling. Latter part fresh Easterly winds employed in
beating to the windward for white water also gamming with
the Barque Newton. So ends, at 12 P.M. saw Clarke Island.
No obs.

Friday Jan 21st

Commences with fresh Easterly winds heading to the S
employed in Barque Newton. Middle & Latter part light
pleasant wind from the E. N.E. heading to the North.

Lat 12 15 S

Saturday Jan 22nd

Long 177.00 E.

Commences with light pleasant E. N.E. wind heading
N employed in gamming with the Barque Newton. At 3 P.M. saw white water. Middle part pleasant
heading to the South at midnight wore to the E. N.E.
Latter part light East wind heading to the N. N.E. at
7 A.M. spoke the Ship Florida 1st Capt Cox. also in
sight was Ships Samuel Robertson, Newton & John, Lar.
at 8 A.M. saw Clarke Island, so ends, heading in for
the Land.

Sunday Jan 23rd

Commences with light E. N.E. winds, at 4 P.M. was close
in shore several canoes came along side without trade
Middle part lie with the Fore Topsail aback heading
to the North & West. Latter part light N.E. air steering
N.W. for Drummonds Island, Clarke in sight to
the E. N.E. distant 12 miles, at 8 A.M. saw Drummond
Island & also a Tin back, so ends.

Monday Jan 24th

Commences with light N.E. winds steering in for the Land
at 3 P.M. canoes came along side with a few coconuts
& mats. Middle part lay with the Main Topsail
aback heading to the N.W. Latter part light pleasant
N.E. winds heading N.W. for Drummonds Island
Land in sight distant 15 miles, so ends employed
in stowing down sperm oil.

Tuesday Jan 25th 1848

Commences with light pleasant N.E. winds heading N.W. for land, at 4 P.M. Captain Powell went on board of the Newton, at sun set the N.W. point of Drummonds Island bore N.W. by it distant 15 miles. Middle part lie with the Main Topsail aback heading to the N.W. Latter part light pleasant winds heading to the North & West, Drummonds Island in sight to the N.E. the watch employed in breaking out water & trading with the natives, so ends.

Wednesday Jan 26th

Commences with light pleasant N.E. heading N.W. at 1 P.M. saw Sydneyham Island to the N.W. distant 1.5 miles. Middle & Latter part light air and calm with rain. saw three ships & Sydneyham Island.

Thursday Jan 27th

Commences with light baffling winds with rain, at 4 P.M. gammed with the ships Newton & Courbeau. Middle part light air with rain steering N.W. Latter part fresh E. & S.E. winds steering N. employed in fitting rigging, so ends.

Friday Jan 28th

Long

Commences with moderate N.E. winds steering N. Middle lie with the Fore Topsail aback heading S.S.E. Latter part pleasant E. winds steering N. employed in fitting rigging, so ends.

Sunday Jan 30th

We throw away Saturday on account of being in East Longitude, this day commences with pleasant E. winds steering N. employed in fitting rigging & gamming with the Newton. Middle & Latter part Easterly winds steering to the Westward, so ends.

Monday Jan 31th

Commences with pleasant Easterly winds steering N. employed in gamming with the Newton, at 2 P.M. saw Occan Island to the S.W. distant 20 miles, at sun set wore off shore. Middle part lie off & on. Latter part fine pleasant weather employed in trading with the natives, finished & kept off steering N. so ends.

Tuesday Feb 1st 1848

All these 24 hours light pleasant N.E. steering W employed in fitting rigging, saw Fin Backs, also gammed with the Newton, so ends.

Wednesday Feb 2nd

Commences with light pleasant Easterly winds steering W, saw Black Fish, lowered the boats for them but ^{without} success. Middle part lie with the Main Topsail aback, at midnight boreed full & stood to the North & West. Latter part light pleasant Easterly winds, at day light saw Pleasant Island to the West kept off & steered for, at day 8 A.M. hauled aback & traded for Pigs, fowl & wood, so ends, finished trading & stood off shore.

Thursday Feb 3rd

Commences with N.E. winds heading to the N.W. employed in gamming with the Ships Newton & Splendid. Middle part fresh breezes from the N.W. heading W. Latter part fresh breezes from the N.W. heading N, so ends, with rainy weather.

Friday Feb 4th

Commences with light breezes from the N.W. with cloudy weather heading N. Middle part fresh N.W. winds heading N.E. at 4 P.M. tacked to the W. Latter part moderate breezes heading N.W. employed in fitting rigging, so ends. 22 25 10

Saturday Feb 5th

Commences with fresh breezes from the N.W. with squally weather heading N.W. at 6 P.M. wore ship to the E by S. Middle part heavy squalls from the W. with rain. Latter part light breezes from the N.W. with pleasant weather heading W, so ends. Lat 0.28 N Long 166.09 E

Sunday Feb 6th

Commences with light breezes from the N.W. heading W. Middle part squally & rain heading to the North & West. Latter part light breezes from the N.W. with pleasant weather heading N, so ends. Lat 0.30 N

Monday Feb 7th 1848

Commences with light breezes from the N.W. with cloudy weather heading N.E. at 4 P.M. tacked to the N. Middle part squally & raining heading to the North & East. Latter part the same, so ends. Lat 0.47 N Long 166.27 E

Tuesday Feb 8th

Commences with moderate N.W. winds with cloudy heading N.W. Middle part heading N. under double reefed Topsails. Latter part moderate breezes heading N. employed in fitting rigging, so ends. Lat 0.34 N Long 165.28 E

Wednesday Feb 9th

All these 24 hours moderate N.W. winds heading to the N. employed in fitting rigging, so ends. Lat. 24 N Long 164.25 E

Thursday Feb 10th

All these 24 hours pleasant N.W. winds heading N. employed in fitting rigging & cleaning iron work. Lat. 32 N Long 163.35 E

Friday Feb 11th

Commences with moderate breezes from the N. heading N.W. Middle & Latter part the same. Lat. 37 N Long 162.36 E

Saturday Feb 12th

Commences with pleasant N.W. winds heading N. employed in painting & cleaning iron work. Middle & Latter part pleasant breezes heading N.W. Lat 1.2 N Long 161.25 E

Sunday Feb 13th

Commences with pleasant N.W. winds heading N.W. Middle & Latter part the same, so ends. Lat 1.5 N Long 160.29 E

Monday Feb 14th

Commences with pleasant N.W. winds heading N. at sun set tacked to the N. Middle & Latter part pleasant heading to the E. N.E. employed in coopersing several casks of oil that had hoops bursted off. so ends. Lat 2.23 N Long 160.59 E

Tuesday Feb 15th 1848

Commences with light pleasant S. S. E. winds heading & employed in making preparations for painting, at sun set backed to the W. S. W. Middle & Latter part light S. E. winds steering S. S. W. under short sail employed in painting ship

Lat 5-5-10
Long 15-45-8

Wednesday Feb 16th

Commences with light pleasant Easterly winds steering S. S. W. under short sail employed in painting ship Middle & Latter part light N. E. winds steering S. W.

Lat 5-43-10
Long 15-47-8

Thursday Feb 17th

Commences with moderate S. E. winds with cloudy weather steering S. W. Middle & Latter part light S. E. winds steering S. W. E. employed in painting the iron work.

Lat 5-16-10
Long 15-50-40-8

Friday Feb 18th

Commences with moderate breezes from the S. S. E. steering S. W. E. employed in painting & breaking out water. Middle & Latter part light air calm heading to the W. E. N. so end.

Saturday Feb 19th

Commences with calm pleasant weather with overcast employed in painting & cleaning up about deck. Middle & Latter part light baffling winds heading to the Westward, so end.

Lat 5-12-30
Long 15-50-30-8

Sunday Feb 20th

Commences with light baffling winds with cloudy weather heading to the W. S. W. Middle & Latter part light baffling winds from the South East steering N. N. W. with rainy weather, so end.

Monday Feb 21st

Commences with light breezes from the S. E. with cloudy weather steering N. N. W. at 1 P. M. saw Fashion or Raven's Islands bearing N. N. W. distant 12 miles Middle & Latter part light light breezes from the Eastward with pleasant weather steering S. W. E. N.

Lat 6-19-10 Long 15-50-32-8

Tuesday Feb 22th 1848

Commenced with light E. & S.E. winds with pleasant weather steering N.W. by W. for the last week we have experienced a strong Easterly current. Middle and Latter part strong variable winds with rainy weather steering N.W. by W.

Wednesday Feb 23th

Commenced with fresh Easterly winds with rain steering N.W. by W. Middle part steered N.W. Latter part steered N.W. by W. so ends.

Lat 8. 57 10
Long 154. 30 8

Thursday Feb 24th

Commenced with fresh East winds steering N.W. by W. Middle & Latter part the same. so ends.

Lat 10. 14 10
Long 151. 50 8

Friday Feb 25th

Commenced with fresh E. & S.E. winds with pleasant weather steering N.W. by W. Middle & Latter part the same.

Lat 11. 21 10

Saturday Feb 26th

Long 149. 24 8

Commenced with moderate E. & S.E. winds steering N.W. by W. employed in fitting ship for Port

Middle & Latter part the same. so ends.

Lat 12. 15 10
Long 147. 19 8

Sunday Feb 27th

Commenced with moderate E. & S.E. winds with pleasant weather steering N.W. by W. employed in fitting ship.

Middle & Latter part the same. so ends.

Lat 12. 54 10
Long 145. 25 8

Monday Feb 28th

Commenced with moderate East winds steering N.W. by W. at 2 P.M. saw the Island of Guam bearing N.W. distant 15 miles. at 4 P.M. tuffed off shore the South point of Guam bearing N.W. by W. distant 8 miles. Middle & Latter part day off on. Latter part light pleasant winds from the E. employed in beating up to the Port. at meridian came to anchor in Mindatic harbour in 13 fathoms of water. so ends.

Sunday March 19th

Commenced with light E. & S.E. winds, at 12 P.M. weighed anchor & went to sea, steering N.W. Middle & Latter part pleasant S.E. winds steering N.W. by N. to end.

Monday March 20th

Commenced with moderate S.E. winds steering N.W. by N. at 2 P.M. steered N.W. Middle & Latter part the same.

Tuesday March 21st

Commenced with moderate S.E. winds steering N.W. Middle & Latter part strong breezes with a heavy swell heaving from the S.E. to end.

Lat 17.07 N

Long 139.20 E

Lat 18.04 N

Long 138.00 E

Wednesday March 22nd

Commenced with fresh S.E. winds steering N.W. employed in fitting the rigging & boats. Middle & Latter part moderate breezes from the S.E. heading N.W. employed in fitting the cutting gear, to end.

18.64 10

128.00 8

Thursday March 23rd

Commenced with moderate breezes from the S.E. heading N.W. by N. employed in fitting the cutting gear. Middle & Latter part light S.E. winds heading N.W.

Lat 18.40 10

Long 137.23 E

Friday March 24th

Commenced with light North wind with pleasant weather heading N.W. by N. employed in fitting rigging. Middle part light variable winds heading from N.W. to N.N.W. Latter part light breezes from the S.E. heading N.W. by E. employed in mending sail, to end.

Lat 19.01 10

Saturday March 25th Long 137.23 E

Commenced with light breezes from the S.E. heading N.W. by N. finished mending & bent the Main Top sail. Middle & Latter part variable winds heading from N.W. by N. to N.N.W. employed in mending the Main Top sail, to end.

Lat by obs 19.27 10 Long by Chron. 135.21 8

Sunday March 26th 1848.
Commenced with moderate N. N. E. winds heading
N. W. finished mending the Mizen Topsail & Top
Gallantail & bent them. Middle & Latter part moderate
breezes from the N. E. steering N. W. to end Lat 20. 11 10
Long 133. 24 E

Monday March 27th
Commenced with moderate N. E. winds steering N. W.
at 4 P. M. steered N. W. by N. at 5 P. M. fresh breezes
took in the Fly jib at 6 P. M. breasting on took in
the Top Gallantails & double reefed the Mizen Topsail.
Middle part more moderate, made all sail.
Latter part moderate breezes from the N. E. with
pleasant weather steering N. W. by N. employed in
mending the Main Top Gallantail & finishing the
yard it having been sprung to end Lat 21. 40 10
Long 132. 08 E

Tuesday March 28th
Commenced with moderate N. E. winds steering
N. W. by N. employed in mending sail.
Middle & Latter part light E. winds. saw a school
of Black Fish. to end Lat 22. 45 10
Long 130. 48 E

Wednesday March 29th
Commenced with light E. N. E. winds steering
N. N. W. employed in mending sail.
Middle & Latter part light S. S. E. winds employed
in mending the jib. finished fishing the Main
Top Gallant yard & bent it aloft. to end Lat 23. 48 10
Long 129. 08 E

Thursday March 30th
Commenced with light S. winds steering N. N. W.
employed in setting up rigging & working hole.
Middle & Latter part moderate breezes with pleasant
weather. bent the Main Spencer, Fore Top Staysail.

Lat by obs 25. 24 Long by Chron 129. 23 E

Friday March 31st 1848

Commenced with moderate breezes from the S. SW with squally weather steering N. N. W. at 4 P. M. steered N. E. Middle part fresh breezes from the N. W. heading N. E. Latter part moderate winds heading N. N. W. so ends.

Lat 26.28 10

Saturday April 1st

Long 129.08 8

Commenced with light breezes from the S. E. steering N. W. at 4 P. M. steered N. W. Middle part light S. E. heading E with the fore topsail aback. Latter part light breezes from the S. SW steering N. W. employed in breaking out for provision. For the last 24 hours we have experienced a strong current from the N. W. so ends.

Lat 26.20 10

Long 128.48 8

Sunday April 2nd

Commenced with light airs from the S. SW steering N. W. at 4 P. M. saw the great Loochoo Island bearing N. W. distant 40 miles.

Middle part light S. E. winds at N. W. part the night layed aback part the night. Latter part light breezes steering N. W. the great Loochoo, Breakers, & Long Island & Monk's Island in sight. so ends.

Lat 26.45 10

Long 128.30 8

Monday April 3rd

Commenced with light variable wind steering in for the land. all the above named Islands being in sight. at sun set double reefed the topsails and bearing from N. W. to S. E. the ship heading E. S. E. Middle part fresh breezes employed in beating to the windward. Latter part strong breezes from the N. with rainy weather employed in beating to the windward. the Loochoo & Breakers Island in sight. so ends.

Tuesday April 4th Commenced with a moderate gale from the N. employed in beating to the windward. Took in the main sail & jib. Middle part moderate made all sail, stood to the E. until 1 o'clock & then wore to the N. W. Latter part moderate breezes from the E. N. E. steering N. W. at 9 P. M. we passed between the Loochoo & Breakers Island & was abreast of St. Bonny's Isle at noon. so ends.

Lat 27.10 Long 128.04 8

Wednesday April 5th 1848.

Commenced with light variable winds from the S to SE steering NW employed in fitting out Caskings. saw several Hump backs. Middle & Latter part light variable winds steering NW. so ends.

Lat 28. 20

Long 127. 03

Thursday April 6th

Commenced with light S winds steering NW at 4 P.M. steered SE. Middle part fresh breezes from the S.E. Latter part moderate W winds employed in mending the Fore-sail, so ends.

Lat 30. 39 N

Long 126. 53 E

Friday April 7th

Commenced with moderate breezes from the NW steering N employed in mending sail, at 4 P.M. had the wind from the NW. Middle part strong breezes from the NW heading N.E. double reefed the Topsails, at midnight mended, got 63 fathoms of water with a blue muddy bottom. Latter part rove to the NE sounded got 66 fathoms of water with bottom of blue mud & white shells, so ends.

Lat 31. 25 N

Long 126. 58 E

Saturday April 8th

Commenced with strong N winds heading NW. at 8 P.M. rove to the NE by E. Middle part more moderate, set whole Topsails at midnight rove to the NW. Latter part moderate breezes from the NE heading N.W. so ends.

Lat

Sunday April 9th

Long

Commenced with moderate breezes from the E. SE heading N. by W. at 6 P.M. took in the 3 ballant sails & 2nd jib. Middle part still breezing on double reefed the Topsails, at 1 o'clock the wind shifted out from the NE we then rove ship to the E. SE. Latter part moderate gales took in the Mainsail & 1st jib & Topsails, so ends.

No obs.

Monday April 10th 1848

Commenced with moderate gales from the N. N. E. heading N. W. at 4 P. M. wore to the E. Middle part more moderate, set double reefed Topsails, Mainsail & jib, at 1 o'clock wore to the N. N. W. Latter part fresh N. E. wind heading E. S. E.

Tuesday April 11th

Lat 31.59 10

Long 126.25-8

Commenced with fresh breezes from the N. E. & E. heading N. by W. under short sail. Middle part moderate wind heading N. by E. set whole Topsails. Latter part moderate E. wind heading N. N. E. at 10 A. M. tacked to the S. S. E. at 7 A. M. saw the Island of Nuckholt bearing N. N. E. distant 25 miles. so ended.

Wednesday April 12th

Commenced with moderate N. E. winds with rain, heading S. S. E. at 4 the wind hauled to the W. we then kept off steering E. by N. at sun set shortened sail, at 1 o'clock tightens made sail, at 1 o'clock breezing on double reefed the Topsails, at 3 o'clock took in the Fore & Mizen Topsails it blowing a gale of wind, so ended lying under storm sail heading E. by N. with the wind blowing from the N. N. E.

Thursday April 13th

Commenced with slight gales from the N. E. with rainy weather heading S. S. E. under short sail. at 6 P. M. wore to the N. N. W. Middle part rainy, at midnight wore to the E. Latter part fresh breezes set the Topsails, Mainsail & jib, at 10 A. M. saw three ships, so ended.

Lat by obs 32.59 10

Friday April 14th

Long by Chron 127.12-8

Commenced with fresh breezes from the N. E. heading N. N. W. at 2 P. M. wore to the E. S. E. & spoke the ships Splendid, Mechanic & Newton, at 5 P. M. saw Nuckholt Island to the N. N. W. Middle part moderate breezes heading E. S. E. at 2 o'clock tacked to the N. N. W. Latter part fresh breezes from the N. N. E. at 5 P. M. tacked to the E. at 10 A. M. saw a ship, so ended employed in gunning with the Newton.

Lat by obs 32.24 Long by Chron 127.58-8

Saturday April 16th 1848

Commenced with fresh breezes from the N. N. E. heading
& employed in gunning at 2 P. M. saw 1st the
D. Bobs, Island to the E. by S. Middle & latter part
variable winds employed in beating to the windward
the in sight to the S. also saw five ships. at 10 A. M.
sounded got 55 fathoms of water, with a bottom of pebble
stones & white shells, so ends

Lat 32. 56 N
Long 128. 17 E

Sunday April 16th

All these 24 hours variable Easterly winds with
fine pleasant weather employed in beating to the
windward & gunning with the Newton Bobs.

Monday April 17th

Commenced with light E winds heading N. N. E. in
company with the Newton. Middle part moderate
breezes from the E. S. E. heading N. E. at 10 o'clock tacked to
the S. S. E. Latter part light breezes heading N. E. at 9
A. M. saw Laysan Island to the N. E. distant 15 miles.

Lat 34. 04 N

Tuesday April 18th

Long 128. 50 E

Commenced with light baffling winds. Steering along
through the straits of Korea. Laysan Island in sight
to the E. distant 8 miles. Middle part airs with cloudy
weather steering various courses from N. to N. E.

Latter part moderate gales from the S. S. E. steering
N. E. double reefed reefed the Topsails & took in the
Bow boat; so ends with thick rainy weather.

Wednesday April 19th

Commenced with moderate gales from the S. S. E.
steering N. E. at 5 P. M. turned up the lee boats
Middle part more moderate. Latter part breezes
employed in chasing right whales so ends, the
boats still in pursuit of whales.

No. 65.



Thursday April 20th 1848

All these 24 hours Right pleasant breezes employed in chasing whales. got one, took him along side & commenced cutting, took his lips & throat & when he sunk, parted the whale chain & went down, secured, saw land Lat

35° 30' N

Long

Friday April 21st

Commenced with light pleasant S.W. wind employed in chasing a few wild whales but without success. Argonaute Island in sight to the N.W. distant 20 miles, & Dagobert Island in sight to the N.E. distant 15 miles, Middle & latter part light airs with hazy weather employed in boiling & stowing away Flour, secured, Lat 36.38 N

Saturday April 22nd

Long 131.40 E

Commenced with light airs with cloudy weather employed in boiling & stowing away Bread & Flour. Middle part light airs & calm heading S.W. Latter light S.E. winds steering N.W. saw two right whales going quick, one to the S.E. & one to the N.W. secured, Lat

Long

Sunday April 23rd

Commenced with light S.E. winds, steering N. at 1 P.M. finished boiling, at 3 P.M. lowered the boats for three right whales but without success, also saw a Barge & a Boiling Middle part calm. Latter part light breezes from the South with pleasant weather steering N. at 7 A.M. saw Argonaute Island to the N. distant 15 miles, at 10 A.M. lowered the boats for a right whale going quick to the S.E. but without success. secured, Lat 37.24 N

Long 131.50 E

Monday April 24th

Commenced with moderate breezes from the S steering N along the land, at 3 P.M. the land bore due W distant 8 miles, also saw a right whale going quick to the N.E. Middle part steered N.N.E. at 10 o'clock heaved to the wind with the fore topsail aback, Latter part moderate South winds steering N. saw two small whales going quick, lowered the boats for them but without success, secured, employed in stowing down oil, Lat 38.16 N

Tuesday April 25th 1828

Commenced with light southerly winds steering to the North & West employed in standing down oil & chasing whales but without success. saw 4 ships & a cutting.

Middle part light pleasant breezes steering

N. N. W. at midnight luffed to the wind.

Latter part commenced with light westerly winds, at 8 A.M. fresh easterly gales the boats off fast to a whale. killed him & took him to the ship & took in sail it being too rugged to cut. so ends. Lat 38. 35 N Long 130. 48 E

Wednesday April 26th

Commenced with strong easterly winds, laying by the whale, undertook to cut but without success it being too rugged to cut. Middle part calm.

Latter part light southerly air employed in cutting saw several right whales, lowered the boats for them but without success. so ends. No obs

Thursday April 27th

Commenced with moderate southerly winds employed in clearing up decks, setting up shooks & chasing whales. at sun set double reefed the Topsails.

Middle part with the Main Topsail aback heading to the N. N. W. Middle part. Latter part pleasant employed in boiling, steering to the North East. so ends. Lat 38. 40

Friday April 28th

Long 131. 09

Commenced with light southerly winds steering to the North East employed in boiling. saw several whales a feeding. lowered the boats for them but without success.

Middle part pleasant heading to the S. W. under short sail, at 1 o'clock wore to the E. Latter part light breezes employed in boiling & chasing whales. at 6 A.M. the

Starboard boat struck & parted the line. at 11 A.M. the Starboard boat struck again. The Waste boat also fastened to the same whale. The whale rolled her over & lost the line. so ends with the Bow boat still fast & 3 ships in sight.

Saturday April 29th 1848

Commenced with light Southerly winds with thick
hazy weather employed in boiling with two boats off fast
to the above whale. One iron broke & 3 drawn have lost the
whale. Middle part foggy being under double reefed Topsails
with the Main Top sail aback. Latter part light Southerly
winds with a thick fog employed in boiling & stowing
down oil. So ends.

Sunday April 30th

Commenced with light Westerly wind with thick foggy
weather, employed in stowing down oil & boiling.
Middle part much the same. Latter part fresh breeze
from the N.E. employed in boiling & chasing whales. at 4 A.M.
finished boiling, at 10 A.M. fastened to a right whale.
so ends with one boat fast to the whale a flying, Lat 39.28
Long 131.25

Monday May 1st

Commences with light air & calm with the boats still
fast to the above whale. Killed & sunk him, also saw
several others. Middle & Latter part light air & calm
with thick smoky weather employed in stowing
down oil, also towed the boats for a right whale but
without success. So ends. Lat 39.26.10
Long 131.11 E

Tuesday May 2nd

Commences with light Southerly air employed
in stowing down oil & chasing whales. Middle
Middle & Latter part light air & calm, saw several right
whales. Towed the boats for them but without success.
at 3 A.M. the Captain of the Ship Sheffield came on board
she being in sight cutting a whale. So ends. No obs.

Wednesday May 3rd

Commences with calm & moderate breezes from the South.
saw a great number of right whales. Towed the boats for
them & struck & sunk one. also saw 3 ships a boiler & one got a whale.
Middle part fresh breezes being under a double reefed
Main Top sail. Latter part light Westerly air, with
thick smoky weather. saw two right whales going
quick to the N.E. Towed the boats for them but without
success. So ends. Lat 39.37 N
Long 131.54 E

Thursday May 4th 1848

Commenced with light airs & calm with thick smoky weather. saw two right whales going quick to the N.E. Covered the boats for one but without success. Middle part calm. Latter part light variable airs heading to the North & East, employed in scraping bone. so ends saw nothing. run with Lat 39, 54 10
Long

Friday May 5th

Commenced with light Easterly winds steering to the S. S.E. employed in scraping bone. saw the Barque Asia of Havre a boiling, also saw a galled whale. Covered the boats for him but without success. at sun set double reefed the Topsails & backed to the N. N.E. Middle part & Latter part light Easterly winds with a very thick fog heading to the N. N.E. No obs.

Saturday May 6th

Commenced with light S.E. winds with thick foggy weather heading S. E. under double reefed Topsails. Middle part light airs from the S. S.W. with thick foggy weather steering N.E. Latter part the same. at 11 A.M. cleared up a little, made sail & covered the boats for a gain of whales. so ends.
39, 46 10
131, 42 8

Sunday May 7th

Commenced with Southerly airs & calm steering S.E. the Starboard boat fastened to the above whales & drawn. at 5 P.M. Covered the boats for two more right whales but without success. at sun set double reefed the Topsails. Middle part commenced with light airs, at 10 o'clock strong breezes, took in the Fore & Main Topsails, at midnight strong gales, called all hands & took in the Foresail and close reefed the Main Topsail, wore ship to the E. & turned up the Starboard boat. at day light calm. Latter part breising on. at 10 A.M. took in the Main Top Gallant sail & double reefed the Topsails. at 11 A.M. Covered the boats for two right whales. the Bow boat struck, got stove & lost time & whale, so ends our good luck.

Monday May 8th 1848

Commenced with light air & calm employed in repairing
stove boat & breaking out for Towline. Saw two right whales
& a Barge, a Boiling. Middle & Latter part calm, saw, started & killed
plenty of right whales, struck two, sunk one, & lost another
by an iron breaking, so ends. No obs.

Tuesday May 9th

Commenced with light breezes from the S.W. with fine
pleasant weather, employed in repairing the stove boat
& chasing whales but without success. Middle part Breeze.
Latter part moderate breezes heading E part the time S.W.
the remaining part, saw two right whales going quick to
the E. S.E., also saw three Ships a Boiling, & a whaler, run 2 calls
of Towline. Lat 39.54 N

Wednesday May 10th Long 132.19 E

Commenced with fresh breezes from the S.W. steering
E. S.E., at 4 P.M. steered N. Saw no whales. Middle part
light air & calm, with a thick fog, at midnight the wind
hauled out from the N.W. & forced up the yards & headed
to the E. Latter part light N.E. wind with foggy weather
heading to the N.W. & under all sail, started 3 Hds of meat soends.
Lat 40.38 N

Thursday May 11th

Commenced with calm thick foggy weather, at 5 P.M.
light Southerly winds, steered N. at sun set shortened
sail. Middle part strong breezes steering N. by E. at mid-
night luffed to the wind. Latter part Breezing on
took in the Fore & Main Top sails, Main sail & jib
& lost reefed the Main Top sail, so ends. Lat 41.10 N
Long 131.43 E

Friday May 12th

Commenced with fresh gales from the S heading E.S.E.
under stove sail, at 3 P.M. fresh N.W. gale, at 4 P.M.
the wind hauled out from the S. N.E. & we then kept off
steering S. at 6 P.M. made sail & stood sea watches.
Middle part light variable winds from the S.W. to
S.E. Latter part strong breezes & breezing on, at noon
fresh S.W. gales steering S.E. under stove sail
so ends, the watch employed in mending the
Foresail. Lat by obs 40.54 N
Long by Chron 131.41 E

Saturday May 13th 1848

Commenced with fresh SW gales steering SE under storm sails the watch employed in mending the foresail, finished & bent it. at 3^{1/2} P.M. set the Topsails double reefed & jib. Middle part variable winds steering N. SE under all sail, at 4 o'clock took in the Top Gallantsails, mainsail & jib & double reefed the Topsails. Latter part strong Easterly winds steering S. at 10 P.M. saw a great number of right whales. Towed the boats & sunk one. So ends.

Lat 39, 50

Sunday May 14th

Long 132, 25

Commenced with light Easterly gales with rugged weather, saw plenty of whales. Towed the boats once, but without success. at 5^{1/2} P.M. took in sail heading S. SE. Middle part fresh gales. Latter part moderate Easterly winds. saw plenty of right whales. Struck & sunk one. So ends.

Lat 39, 38 N

Long

Monday May 15th

Commenced with light Easterly winds with pleasant weather employed in chasing right whales. Struck two, drew from one & cut from one, saw a ship. Middle part lay by. Latter part foggy. saw right whales fastened & drew from one. So ends with the boats still in pursuit of whales.

Lat 39, 36 N

Tuesday May 16th

This whole afternoon fine pleasant weather, employed in chasing whales but without success, missed one, also saw a ship take a whale. Middle part lay by. Latter part calm foggy weather. saw no whales.

Lat 39, 28 N

Wednesday May 17th

Long 132, 28 E

Commenced with light southerly air with thick smoky weather steering N. W. passed an ice cascade. Middle part thick foggy weather.

Latter part light southerly winds employed in rehauling. Saw several right whales came to the Westward, struck two, sunk one & the other took the line, also lost 1/8 of a line by the sinking whale. So ends.

Thursday May 18th 1828

Commenced with moderate southerly wind with thick weather heading to the E. S. E. Saw two right whales going to the Westward, lowered the boats but without success. run 2 coils of Trawl. at sun set spoke the Ship United States of Connecticut. Middle part rainy squally weather. Latter part light variable wind employed in chasing whales & trying cordage on board of the U. S. States.

Friday May 19th

Commenced with light air & calm with pleasant weather saw two ships & two right whales going to the Westward. Middle & Latter part light variable wind with foggy and rainy weather. saw no right whales. so end.

Saturday May 20th

Commenced with light Easterly winds with rainy weather heading E. S. E. saw no right whales. Middle part moderate Easterly winds with rain heading S. W. Latter strong Westerly winds steering E. at 9 A. M. double reefed the Topsails. also run 3 shots of cordage for Trawl. saw several Fin backs & Hump backs. also saw a ship. so end.

Sunday May 21st

Commenced with moderate Easterly winds with pleasant but rugged weather employed in chasing spray whales but without success. Middle part light pleasant breezes. Latter part moderate southerly wind saw plenty of whales. struck & drewed from two. so end
Lat 39.54 N

Monday May 22nd

Commenced with moderate southerly winds employed in chasing whales. struck & lost one sporting blood it coming on night. Middle & Latter part. light variable wind. saw several right whales but could not catch them. so end

Lat 39.52 N
Long 133.21 E
J

Tuesday May 24th 1848

Commenced with light air & calm with fine pleasant weather, saw several right whales towed once but without success. Middle part light southerly winds. Latter part calm & foggy. saw several right whales struck one & parted the line. So end.

Wednesday May 25th

Commenced with light southerly wind with pleasant weather saw two right whales going quick towed the boat for them but without success. At 2 P.M. the Captain went on board the ship Mechanic & bought one coil of Trawl. saw 6 ships 3 boiling & 1 cutting. Middle part lay by. Latter part moderate easterly wind with rain heading N. N. E. employed in breaking out for provision. Started 3 bbls of meat. So end saw no whales.

Thursday May 26th

Commenced with breezes from the E. S. E. with cloudy weather heading S. under all sail. saw 4 ships but no whales. Middle part moderate E. wind heading S. S. E. under short sail. Latter part moderate E. S. E. wind heading S. under all sail. run 1 coil of Trawl. So end. saw 2 or 3 right whales going quick to the windward. 1 shot.

Friday May 27th

Commenced with moderate breezes from the E. N. E. with cloudy weather heading N. H. saw 5 ships 2 boiling also saw one right whale going quick to the E. N. E. Middle part light E. N. E. wind heading S. S. E. under double reefed Topsails. Latter part light variable air & calm steering E. saw one Fin Back. So end.

Saturday May 28th

Commenced with light air from the N. steering E. N. under all sail. saw 2 ships boiling but no whales. Middle part light southerly air steering E. under double reefed Topsails. Latter part calm with a thick fog. caught a seal. So end.

Lat 40.39 N

Long 133.54 E

Lat by obs 40.44 N

Long by Chron 134.23 E.

Sunday May 28th 1848

Commenced with light airs from the S.W. heading E
saw 3 Ships also saw one right whale going quick to the N.
Middle part light southerly winds steering N.E. under
short sail. Latter part light airs steering N.W. saw 5
Ships one boiling. so ends with fine pleasant weather
Lat 41.06 N

Monday May 29th

Commenced with light airs from the S.W. with
pleasant weather steering N.W. & N.E. saw no right
whales, at 6 P.M. spoke the Ship Teresa of New London
bought one coil of Tackle. Middle part light airs
steering N. Latter part light southerly airs calm
employed in chasing right whales but without success
saw two Ships take whales. so ends. No obs

Tuesday May 30th

Commenced with light Easterly winds with rain
heading to the North, saw two right whales, at sun
set double reefed the Topsail. Middle part light airs
steered N. Latter part light airs from the N.W.
with fine pleasant weather heading N.E. saw 6
Ships & a dead whale. so ends. Lat 42.01
N

Wednesday May 31st

Commenced with light airs calm employed
in running for the above dead whale, at
2 P.M. took him along side & cut him in.
Middle part light airs from the N.W. with
thick foggy weather employed in boiling. 2 P.M.
Latter part light Easterly winds employed in
boiling & chasing whale. Sunset & saved one. took
him to the Ship. so ends. lost a line

Thursday June 1st

Commenced with light airs calm employed
in boiling & chasing whale. fastened to one & cut it
^{coming on} bright. saw 2 coils of line. Middle & Latter part
moderate southerly winds with thick foggy weather
laying by the whale. at 11 A.M. cooled down the work
& commenced cutting. so ends.

Friday June 2nd 1848

Commenced with fresh southerly winds with thick foggy weather, employed in cutting the above whale, at 10 P.M. commenced boiling. Middle part strong southerly winds heading N by E, at midnight wore to the E, S.E. Latter part moderate breezes with thick foggy weather heading N by E, so ends

Saturday June 3rd

Commenced with light southerly winds with foggy weather heading to the West, employed in boiling. Saw one ship but no whales. Middle part light S.E. winds heading E with the main topsail aback. Latter part calm foggy weather employed in storing down oil & boiling. Saw one right whale & one ship. so ends.

Sunday June 4th

Commenced with calm foggy weather employed in boiling & storing down oil. at 4 P.M. light westerly winds heading S. S.W. Middle part light W. S.W. winds heading S with the main topsail aback. at midnight wore to the S.W. by E. Latter part thick foggy weather heading S.W. with the main topsail aback. so ends. Boiled 1 cwt of sealine

Monday June 5th

Commenced with fresh S.W. winds with thick foggy weather, at 12 P.M. clear for a short time. Saw two ships; also saw land bearing from N to N.W. Middle part light S.W. winds with a thick fog. Latter part moderate S.E. gale heading E, S.E. under storm sails, employed in storing down oil. so ends!

Tuesday Jan 6th

Commenced with light gales from the S. N.E. heading E under storm sails, employed in storing down oil. Saw one ship & two right whales. Middle part lay by. Latter part moderate S.E. winds heading S. N.W. employed in storing down oil. Saw two right whales & 3 ships. so ends. Started 3 blks of meat

42. 33-10

184. 3-7 8

42. 40 N

Wednesday June 7th 1848

Commenced with moderate E. & S. wind with pleasant weather heading N. employed in stowing down oil. at 3 P.M. saw land heading from N. to N.W. at sun set spoke the French Ship, Latour du Pin of Havre Capt Smith, also double reefed the Topsails. Middle & Latter part light baffling winds with rain employed in stowing down off the after hole. So ends.

Thursday June 8th

Commenced with light North-east wind heading to the Eastward with thick foggy weather. Middle part calm. Latter part light Westly winds heading N. by W. with land in sight from N. to N.W. also saw 3 Ships & several Fin Backs. So ends.

Lat 43, 08 N
Long 134, 45 E

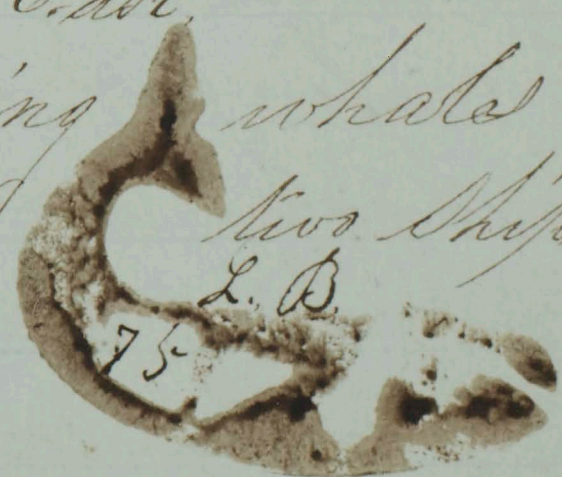
Wednesday June 9th

Commenced with light Westly winds heading N. N.W. with fine pleasant weather. saw 5 Ships but no whales. at 3 P.M. bore ship & steered E. & S. land distant 4 miles. at sun set land bore from N. by N.W. N.W. distant 10 miles. Middle part light breezes heading to the Eastward under double reefed Topsails. at 12 o'clock hauled the main Topsail aback. Latter part light breezes from the N.W. with fine pleasant weather employed in chasing whales struck 3, struck one & drew a from two. So ends with the land in sight distant 25 miles.

Lat 43, 16 N

Thursday June 10th

Commenced with light Westly winds employed in chasing whales. but without success. saw 4 Ships & a cutting & a boiling. at sun set land bore from N. N.W. to N. distant 25 miles. Middle part light breezes heading to the North & East. Latter part fresh N. & S. winds employed in chasing whales struck one. So ends with the boats fast. saw two Ships boiling. No obs.



Sunday June 11th 1848

Commenced with strong breezes from the N.E. with rugged stormy weather. Killed the above whale, took him to the ship & cut him in, saw land to the N.W. distant 30 miles. also saw 2 ships boiling. at sun set double reefed the Topsails. Started one Cask of Bread. Middle part moderate breezes. Heading to the N.W. part the night and to the S.E. the remaining part. Latter part fresh Easterly winds employed in beating to the windward, saw several right whales going quick to the windward. Covered the boats once but without success. so ends

Monday June 12th

Commenced with fresh Easterly winds with rugged weather employed in chasing whales but without success all going quick to the windward. at sun set double reefed the Topsails & commenced boiling. saw 5 ships. Middle part fresh N.E. winds heading to the S.E. & part the night & to the N.W. the remaining part. Latter part fresh breezes employed in chasing a right whale. Struck him, so ends with the boat still fast. Lat 42, 57 N
Long 124, 57 E

Tuesday June 13th

Commenced with moderate breezes from the N.E. with a very heavy swell. killed the above whale & took him to the ship, employed in boiling & breaking out for Shooks. saw 5 ships, two boiling & one a cutting. Middle part lay by the whale. Latter part moderate breezes employed in cutting. so ends. No obs

Wednesday June 14th

Commenced with moderate N.E. winds with fine pleasant weather. Heading N.W. employed in boiling & heaving up decks. Middle part light breezes heading to the North & West. at 2 o'clock tacked to the S.E. Latter part light air & calm with fine pleasant weather employed in boiling & chasing whales. Struck one & the line got cut off. took him. at day light saw land to the N.W. distant 25 miles. also saw 7 ships. Lat 42, 52 N

Thursday June 15th 1848

Commenced with light E. S. W. air & calm employed in
boiling chasing whales, struck & killed one & took him to the
Ship, took in sail & set the watch, Middle part light
air tacking by the whale. Latter part light air
from the North & West with foggy weather
employed in cutting & skimming oil for stowing. to end.

Friday June 16th

Commenced with light W. S. W. air & calm with
foggy weather employed in stowing down oil. saw
5 ships one cutting, Middle part calm foggy employ-
ed in boiling. Latter part light N. W. winds with foggy
weather heading to the N. N. E. at 10 A. M. spoke the Ship
Saratoga of New Bedford, to end, with the cooper employ-
ed in setting up Pipe Shooks. 42° 50' N. 100° 00' W.

Saturday June 17th

Commenced with light N. W. winds with some fog
steering to the North & East, employed in boiling & setting
up Shooks, saw 3 Ships & a boiling, also saw the boat
of Tartar bearing from N. N. E. to N. W. distant 25 miles.
Middle part light pleasant breezes from the N. N. E.
heading S. E. with the Main top sail aback.
Latter part light breezes with fine pleasant
weather employed in chasing whales &
boiling, at 12 o'clock struck a whale. to end
with one boat fast, saw 9 Ships, also saw the to the N. W.

Sunday June 18th

Commenced with light pleasant breezes from the
South & West, employed in killing the above whale.
at 6 A. M. took him along side & shortened sail.
Middle part lay by the whale. Latter part moderate
breezes from the Westward employed in cutting, saw
several right whales bound in towards the land
it being in sight to the N. W. to end

Lat. 43° 16' N

Monday June 19th 1848
Commenced with moderate gales from the S.W.
with rugged weather, finished cutting the above
whale, cleared up deck. at 4 P.M. moved to the N.E.
Middle part moderate gales employed in boiling.
at midnight moved to the S.E. Latter part light
breezes with a thick fog, all hands employed in starting
Mast & stowing sails in the cabin, so end.

Tuesday June 20th
Commenced with light westerly winds with
a thick fog, employed in breaking out bread &
shooks, started 3 cakes of bread in the sail room.
at 6 P.M. moved to the S.E. Middle part foggy.
Latter part light airs with thick weather employed
in coopering oil to stow away, saw two right whales
tracked once but without success, so end.

Wednesday June 21st
Commenced with light westerly airs with thick
weather employed in coopering & stowing oil
between decks & boiling, at 12 P.M. Capt. Lovell
went on board the ship Cortes & purchased 3 coils
of Trawl, 18 irons & iron poles. Middle part
thick fog being with the main Tarsail aback.
~~Latter~~ part light airs employed in stowing off
the Fore Mast, also stowed down 10 bbls of oil.
saw whales tracked but without success. B.B.

Thursday June 22nd
Commenced with light southerly airs with cloudy
weather employed in boiling, at 3 P.M. tracked &
the boats & got a whale. Middle part calm.
Latter part light airs & calm with foggy weather
employed in boiling & cutting, at meridian finished
cutting, at 10 A.M. Capt. Edwards of the ship Fanning
came on board, so end. No 56.

Friday June 23rd 1848

Commenced with light airs with misty weather employed in boiling & clearing up decks. Saw several ships but no whales. Middle part light winds from the N.W. heading south with the main top sail aback. Latter part fresh breezes with a thick fog employed in stowing down oil & boiling down.

Saturday June 24th

Commenced with moderate gales. N.W. with thick misty weather employed in boiling & stowing down oil. Heading S. & S.W. saw 3 ships. Middle part fresh part fresh gales with a thick fog. Latter part moderate. Saw several whales going quick to the N. towed the boats once but without success. So ends all hands employed in breaking flour & bread.

Sunday June 25th

Commenced with moderate breezes from the N.W. at 2 P.M. the wind hauled out from the N.E. with some rain. wore ship to the N. saw whales. Middle part strong breezes heading E. Latter part moderate gales employed in boiling & stowing down oil. So ends.

Thursday June 26th

Commenced with strong breezes from the N.E. with rugged weather employed in boiling & stowing down oil. Saw 3 right whales & one ship boiling. Middle part light breezes from the N.W. heading N.W. by W. under short sail. At 12 o'clock finished boiling. Latter part moderate breezes steering N.W. employed in clearing up decks. So ends \$43.08 to

Friday June 27th

Commenced with fresh breezes from the North & N.W. steering N.E. in company with the ship. Middle part moderate breezes heading to the Westward under short sail. Latter part moderate breezes from the S. with thick smoky weather steering N.W. under all sail. Saw several Fin & Hump back, but no right whales.

Lat 43.57 N
Long 83.07 W

Saturday June 28th

Commenced with moderate breezes from the South
thick smoky weather steering W. & W. under all sail
employed in scraping bone. Saw a great number of
Fin & Hump Backs but no right whales. at 4 P.M.
saw the Coast of Tartary to the Westward distant
10 miles. Middle part moderate breezes steering E.
Latter part strong breezes with cloudy weather steering
E. passed five ships steering to the Westward. at 10 A.M.
double reefed the Topsails & Stuffed to the windward
heading E. & E. so ends, all hands employed in
stowing down oil. No obs.

Sunday June 29th

Commenced with strong breezes from the South
thick rugged weather heading E. & E. employed
in stowing down oil. Middle & Latter part moderate
breezes from the S. & E. heading to the Eastward
under short sail, employed in scraping bone. so ends
No obs.

Monday June 30th

Commenced with moderate breezes from the
S. & E. with thick foggy weather heading
to the E. & E. employed in scraping bone.
Middle part thick fog stood on each tack half
the night. Latter part fresh S.W. winds with a very
thick fog heading S. & E. under a double reefed Main
Topsail & Foresail. so ends. No obs.

Tuesday July 1st

Commenced with fresh S.W. winds with a very
thick fog heading S. & E. under short sail. at 8 P.M.
went to the W. & W. Middle part moderate breezes
heading to the Westward. Latter part moderate
breezes from the S.W. heading S. & E. under all sail.
Lat 48.50 N
Long 138.12 E.

Wednesday July 2nd 1848

Commenced with moderate NW winds with pleasant weather steering SE under all sail, at sun set shortened sail & wore to the Westward, Middle part fresh breezes heading NW, Latter part strong winds with rugged weather heading SE by E. saw a ship, at 11^h AM saw point Takasima of the Island of Matsima bearing E by S distant 25 miles, so ends. Lat 43.30 N. Long 138.48 E.

Monday July 3rd

Commenced with strong breezes from the SW steering E by S, at 1 P M kept off steering NW by W at 3 P M more moderate with a thick fog, Middle part light wind heading to the North & West under short sail. Latter part light, southerly winds with pleasant weather steering S. SW under all sail employed in breaking out water & making new fore sheet, so ends.

Tuesday July 4th Lat Long

Commenced with light airs from the W. SW with pleasant weather heading S, saw no whales, at 5^h P M tacked to the NW at 7 P M stood sea watches, Middle part fresh breezes from the SW with thick weather steering N. NW, at 3 o'clock double reefed the Topsails, Latter part strong breezes with a thick fog, at 11 AM tuffed to the wind heading NW, took in the jib, so ends. No obs.

Wednesday July 5th

Commenced with strong from the W. SW with clear weather steering SE, saw a carcass, also started 3 bbls of meat, at 4 P M steered E. SE under double reefed Topsails, Middle part light gales heading NW by N, under a double reefed Main Topsail & Fore sail, at 12 o'clock wore to the SE, Latter part moderate breezes heading to the Westward with foggy weather under double reefed Topsails, so ends.

Lat 44.30 N
Long 139.59 E

Thursday July 6th 1848.

Commenced with moderate breezes from the S.W. with thick weather heading to the Westward. Saw several right whales going to the E. N.E. gave chase to them but without success. at 7 P.M. sounded. found no bottom with 100 fathoms of water. Middle part calm with a thick fog. Latter part moderate S.W. winds heading E. at 10 A.M. breezing on from the S.W. shortened sail & wore to the N.W. so ended. No obs.

Friday July 7th

Commenced with fresh S.W. winds with rugged weather heading S.W. in company with the ship Splendid. at 5 P.M. E. N.E. winds wore to the S.E. Middle part fresh breezes. at 12 o'clock wore to the S. Latter part breezing on set whole Topsails, jib & mainsail at 10 A.M. double reefed the Topsail & took in the mainsail & jib. so ended with 4 ships in sight. No obs.

Saturday July 8th

Commenced with moderate gales from the E. N.E. heading S.E. took in the Fore & Mizen Topsails. Middle part moderate gales. at 12 o'clock took in the Foresail & reefed the Main Topsail & wore to the N. Latter part moderate gales with rain heading S.E. No obs.

Sunday July 9th

Commenced with strong E. winds heading S.E. at 1 P.M. set the Foresail & Main Spruced. saw two right whales going quick to the windward to the E. N.E. Middle part more moderate heading N.W. at 3 o'clock wore to the E. by 4 set the Fore & Mizen Topsails & jib. Latter part fresh breezes under all sail heading from E to S.E. with two ships in sight. saw one whaling.

Monday July 10th

Commenced with fresh S.W. winds heading E. S.E. at 2 P.M. saw land. at 5 P.M. backed to the S. then the bearing E distant 15 miles. Ice the Island bearing S.E. & distant 20 miles. Middle part strong breezes being under short sail heading N.W. ~~so ended~~.
415. 20
1410. 32
— Continued

Monday July 10th Continued
Latter part Night N.E. wind heading N. N. W. in
company with the Ship Splendid & Philochee
saw a right whale going quick to the E. N. E. gave
chase to him but without success. So ends.

Tuesday July 11th
Commences with light air & calm employed
in working to the windward, at Sun Set Ice Shee
Island was in sight to the E. by S distant 25 miles.
Timoshee Island was also in sight distant 30 miles.
Middle part Night southerly air steering E. N. E.
Latter part Night S. W. wind steering E. Ice Shee
Island in sight to the S. E. also saw a ship
cutting & one chasing whales. So ends.

Wednesday July 12th
Commences with light S. W. wind steering E.
at 3 P. M. entered Brouse Straits saw several
right whales, at 7 Ice Shee Island was in sight
to the S. W. distant 26 miles, Cape Gilbert in sight
bearing S. E. distant 16 miles & Cape Boya in
sight bearing S. E. by E distant 20 miles.
Middle part Night breezes heading from E. N. E. to
N. N. E. Latter part Night S. E. wind heading E.
saw one right whale & a great many hump backs
lowered the boats but without success. at 11 A. M.
foggy & rising. So ends. No sb.

Thursday July 13th
Commences with light S. E. wind with thick
foggy weather heading E. at 6 P. M. sounded & tried
the current got 65 fathoms of water with a soft muddy
bottom, & found the current setting to the S. we then
kept off & steered E. N. E. Middle part Night breezes steering
E. at midnight steered E. by N. Latter part Night breezes
from the N. N. W. with thick foggy weather heading S.
with the Fore Topsail aback, at 9 A. M. sounded & found
no bottom with 100 fathoms of line, at 10 A. M. kept
off steering E. N. E. heard a great many whales
spouting but could not see them. So ends. No sb.

Friday July 14th 1848

Commenced with light S.W. wind with a thick fog heading N. N.W. with the Main Top sail aback. At 11 P.M. kept off steering E. S. E. at 5 P.M. luffed to the wind with the Main Top sail aback heading N. Middle part light wind from the W. heading with the Main Top sail aback. Latter part light air from the N. N.W. heading S.W. with foggy weather.

Saturday July 15th

Commenced with light air & calm steering S.W. in company with the Ship Neptune. Middle part light breezes steering S.W. Latter part light E. S. E. winds with clear weather steering S.W. saw one Fin back, so end

45.12 10
144.41 8

Sunday July 16th

Commenced with light E. S. E. winds heading S.W. with cloudy weather. saw 4 right whales going to the N.E. & worked for them but without success. Middle part fair with the Main Top sail aback. Latter part light S.E. wind heading S.W. with pleasant weather. saw plenty Fin back,

44.55 10
144.00 8

Monday July 17th

Commenced with light air from the E. S. E. with fine pleasant weather heading S.W. Middle part light breezes heading N. Latter part light breezes with thick rain. saw several right whales gave chase to them but without success, they being very wild. No obs.

Tuesday July 18th

Commenced with fresh breezes from the E. by N. with thick rain weather heading N. by E. Middle part the same double reefed the Top sail & furlled the Main sail & yib. Latter part fresh breezes with rain heading S. so end.

P.O.B.

Wednesday July 19th 1848

Commenced with fresh breezes from the SE by E
with rain heading NE, by E. Middle part strong
breezes with rainy weather steering NE.
Latter part moderate breezes with a thick fog
steering NE under all sail. so ends.

No obs.

Thursday July 20th

Commenced with moderate breezes from the SSW
with a thick fog steering NE. Middle part
light SE breezes with pleasant weather steering NE
saw two right whales going quick to the E gave
chase to them but without success. so ends

Lat. 47.21 N

Friday July 21st. Long 146.27 E

Commenced with light airs from the NW with
fog steering E. NE by NE. Middle part light
airs with a thick fog steering NE. so ends.

No obs.

Saturday July 22nd

Commenced with light airs from the N with
a thick fog heading E. NE Middle part thick
at midnight wore to the NW.

Latter part light NW winds with pleasant
weather heading NW. at 10 A.M. wore to the
E. so ends.

Lat 48.12 N

Long 147.44 E

Sunday July 23rd

Commenced with light NE winds with
pleasant weather heading E. SE.

Middle part moderate variable winds with
some rain heading from NW to NE.
Latter part fresh NE winds heading NW by N
under double reefed Topsail. so ends.

Lat 48.44 N

Long 147.34 E

Monday July 24th 1848
Commenced with moderate variable wind
heading from ESE to NE by N.
Middle part light breezes from N. N. W. to N
heading from ESE to NE by N.
Latter part moderate breezes from the N. N. W.
steering NE by N so ends. Lat 49.39 10
Long 148.49 2

Tuesday July 25th
Commenced with fresh breezes from the
N. N. W. with pleasant weather steering NE by N
Middle & latter part the same. so ends. Lat 51.26
Long 150.34

Wednesday July 26th
Commenced with fresh breezes from the N. N. W.
with pleasant weather steering N. N. E. all this
afternoon passing through green water.
Middle part strong breezes steering N. by E
Latter part strong breezes steering N. N. E.
Lat 53.46 10

Thursday July 27th 152.34 8
Commenced with strong from the S. W.
steering N. N. E. Middle part fresh winds
steering N. by E. Latter part strong breezes with rain
& heavy squalls. shortened sail to a close reef
Main Top sail. at 11 A. M. hove too heading to
the Westward. saw several pieces of Fat Seal. so ends.
Lat 55.50

Friday July 28th
Commenced with light gales hove too
at 2 P. M. kept off steering N. N. E. at 5 P. M. sounded
with 100 fathoms of line but found no bottom.
Middle part light airs from the N. N. W. with a
thick fog steering N. by E under short sail.
Latter part light variable airs with thick
hazy weather steering N. saw a carcass & plenty
of Fat Seal. so ends.
Rock.

Saturday July 29th 1848

Commenced with light air from the E with thick cloudy weather steering N.

Middle part light E. & NE winds heading N at midnight hauled aback the Main Topsail.

Latter part moderate breezes heading N with thick weather under all sail. so ends

Lat 57.22 N

Long 152.54 E

Sunday July 30th

Commenced with moderate NE winds heading N.

Middle part light NE winds heading E by S.

Latter part moderate NE wind heading E. S. E.

Lat 57.39

Monday July 31st

Long 154.32

Commenced with fresh breezes from the N. E steering E. S. E. Middle part moderate breezes steering S. at 2 o'clock huffed to the wind with the Main Topsail aback.

Latter part light NE air employed in catching whales. struck 3 & saved 2

Took one to the ship. so ends with the boats towing one of the whales to the ship. at 11^{1/2} A Mr Capt Dexter of the bark Le Grange came on board. at day light saw the West coast of Kamtschatka to the E. S. E distant 30 miles.

57.10

Tuesday August 1st

15-5.00

Commenced with light NE air with 12 PM took the above whale to the ship. cut him in & commenced cutting on the other. at sun set lashed down for the night. saw plenty right whales towed once but without success. Middle part lay by one whale.

Latter part pleasant. cut the above whale & chased others. fastened to a runaway whale. so ends with one boat still fast.

57.06

Wednesday Aug 2nd 1848

Commenced with light northerly wind with pleasant weather. at 12 PM cut from the above whale beam on board got dinner & gave chase to more but without success.

At 8 PM Capt Deftel came on board and purchased some boat boards.

Middle part tie with the Main Topsail aback. Latter part light Westerly sails with pleasant weather employed in boiling & chasing whales fastened to two draws. 2nd from one & sunk one. So ends. 5-6, 5-6
13-4, 5-6

Thursday Aug 3rd

Commenced with light fair beam employed in chasing whales but without success.

Middle part thick fog tying with the Main Topsail aback heading N. E. at midnight wore to the S. Latter part light Westerly air with a thick fog heading N. N. W. with the Main Topsail aback. So ends. Started 1 bag of bread. Robt.

Friday Aug 4th

Commenced with light Westerly winds with a thick fog heading N. by E. with the Main Topsail aback. at sun set took in sail. employed in boiling.

Middle part foggy at midnight wore to the S. Latter part light air beam with thick foggy. at 11 3/4 Seal saw one right whale & 1 Fin Back. also saw Cape Melkopskoi to the S distant 25 miles. So ends. 5-7, 2-0
13-5, 3-5

Saturday Aug 5th

Commenced with light air from the N. N. W. with a thick fog heading S. W. employed in boiling. at 4 PM Seal saw land & several Fin back.

Middle part light air steering S. W. by S. under all sail. Middle. Latter part moderate N. E. winds with a thick fog heading E. with the Fore Topsail aback employed in storing down oil. at day light finished boiling. So ends. 8

Sunday Aug 6th 1828

Commenced with moderate N. E. wind with a very thick fog heading E with the Fore Topsail aback employed in stowing down oil, at 8 P.M. chock off the lower hole, saw several right whales close to the ship. Middle part light breeze with a thick fog heading N. E. Latter part light air with pleasant weather saw plenty right whales fastened to two killed one took him to the ship & cut him in, the other we lost by the time getting cut, so ends. 2.3

Monday Aug 7th

Commenced with light N. E. wind air heading to the South, saw 3 ships boiling & cutting, also saw land to the East.

Middle part light southerly air steering N. Latter part light pleasant wind employed in chasing whales but without success. So ends, saw land to the E distant 20 miles. 3.6, 5.9 10

Tuesday Aug 8th

Commenced with light southerly wind with pleasant weather employed in chasing whales but without success. Saw 5 ships.

Middle part day bye.

Latter part light Easterly air saw 3 right whales going quick struck one & dragged from him, so ends. 5.7, 0.5 10

Wednesday Aug 9th

Commenced with light Easterly air heading E for the land it being in sight to the distant 20 miles at 6 P.M. saw plenty of small right whales, lowered the boats for them but without success.

Middle part moderate breeze the ship heading N. E. at midnight rove to the S. S. W.

Latter part moderate N. E. wind with a thick fog heading N. W. with the Main Topsail aback at 10 A.M. saw several right whales close to the ship lowered the boats & got one, so ends. 15.5, 0.9 8

Thursday Aug 10th

Commenced with moderate N.W. winds with a thick fog employed in cutting, at 1 P.M. finished hove to the S.W. Middle part moderate breezes heading N.W. under whole topsails.

Latter part strong S.W. winds with thick rainy weather, saw several right whales, covered once but without success. Also saw land to the S.E. distant 20 miles. So ends with the bark Lagrange in sight. R. Robt.

Friday Aug 11th

Commenced with light gales from the S.W. with thick rainy weather employed in setting up shooks, saw several right whales, the ship heading N. took in the Fore & Main topsails & jib. Middle part moderate S.W. winds with a thick fog, at 1 A.M. hove to the S.E. at 1 P.M. flogged the Cook for being dirty & not half cooking his victuals, gave 2 dozen lashes.

Latter part moderate breezes with a thick fog, at 8 A.M. hove to the Westward, so ends.

Saturday Aug 12th

Commenced with moderate breezes from the South & West with thick rainy weather employed in boiling & setting up shooks at 2 P.M. hove to the Eastward.

Middle part light breezes from the S.W. with thick rainy weather, at 7 P.M. hove to the N. at 11 A.M. hove to the S.E.

Latter part light Westerly winds with some clear weather heading S.E. & I saw 4 ships, saw one right whale going quick to the windward, so ends.

Sunday Aug 13th

3-8 3 5-10
15-5 2 4 8

Commenced with light breezes from the S.W. with thick foggy weather heading S.E. employed in boiling and despersing oil, covered the boats for whales but without success. Middle part light airs from the S.W. at midnight hove to the N.W. by N. at 3 A.M. hove to the S.E. Continued

Sunday Aug 13th Continued.

Latter part Night Westerly wind with pleasant weather employed in chasing whales but without success, so ends, with land in sight to the SE distant 15 miles, saw 2 Ships.

5-7-19 10
15-5-5-2 8

Monday Aug 14th

Commenced with light Westerly wind with pleasant weather heading to the Southward employed in boiling, setting up shocks & chasing whales but without success, at sun set land bore from SE to S distant 12 miles, at 2 P M sounded found 60 fathoms of water, saw 3 Ships.

Middle part light variable winds heading to the Westward, Latter part light air & calm employed in boiling & Coopering oil, saw 1 right whale going quick covered the boats for him but without success, also saw 3 Ships & the land, so ends.

5-6-5-8

Tuesday Aug 15th

Commenced with light air from the NW heading to the Westward employed in boiling & setting storing & down oil, saw 1 right whale covered the boats & got one, also saw land to the E. SE distant 15 miles.

Middle part light Easterly wind with rain the ship tacking by the whale.

Latter part fresh S.W. with a very heavy fog employed in cutting, at 9 A M finished & wore to the N. so ends.

Robt

Wednesday Aug 16th

Commenced with light air & calm with a thick fog employed in Coopering oil, saw 3 right whales.

Middle part light air from the North & West with a thick fog heading to the Westward.

Latter part moderate breezes from the N.W. with foggy weather heading to the SE with the Main Topail aback, employed in scraping bone, saw a barge & one right whale going quick.

Robt

Thursday Aug 17th 1848

Commenced with fresh S.W. winds with foggy weather heading W. with the Main Top sail aback employed in scraping bone. Saw several Fin Back. Middle part strong breeze at 11 P.M. wore to the Eastward. Latter part light gales from the S.W. at day light wore to the W. commenced storing down oil. at 11. A more moderate wore ship & made sail. so ends.

Friday Aug 18th

Commenced with fresh S.W. winds with pleasant weather steering E by S. saw 2 ships & plenty of whales of some kind or other. also saw land bearing from E to S.E. distant 30 miles. Middle part fine pleasant weather. Latter part the same. saw plenty right whales fastened & killed one, sunk him & hauled him up. so ends employed in towing the whale to the ship. land in sight distant 12 miles. 37.04.10
15.5.12 E

Saturday Aug 19th

Commenced with calm pleasant weather. saw a great many right whales. took the above whale to the ship cut him in & wore to the W. land in sight distant 10 miles bearing from S.W. by N to S.W. by E. Middle part fresh gales from the S heading W. S.W. under double Top sails. Latter part the same. at with thick weather employed in boiling. so ends.

Sunday Aug 20th

Commenced with moderate gales from the S with foggy rainy weather heading W. employed in boiling. at 4 P.M. wore to the E. S.E. Middle part fresh gales from the S rain at 1 P.M. wore to the W. S.W. Latter part more moderate at 12 A.M. wore to the E. S.E. so ends with the Cooper employed in setting up shooks in a thick fog.

Monday Aug 21st 1848

Commenced with moderate breezes from the S.W. with a thick fog heading S.E. employed in boiling & setting up shocks, at 4 P.M. wore to the N.E. Middle part moderate breezes from the Westward heading N.W. at midnight wore to the S.E. Latter part light S.W. wind heading S.E. saw 2 ships & several right whales dived in the boats for them but without success, so end.

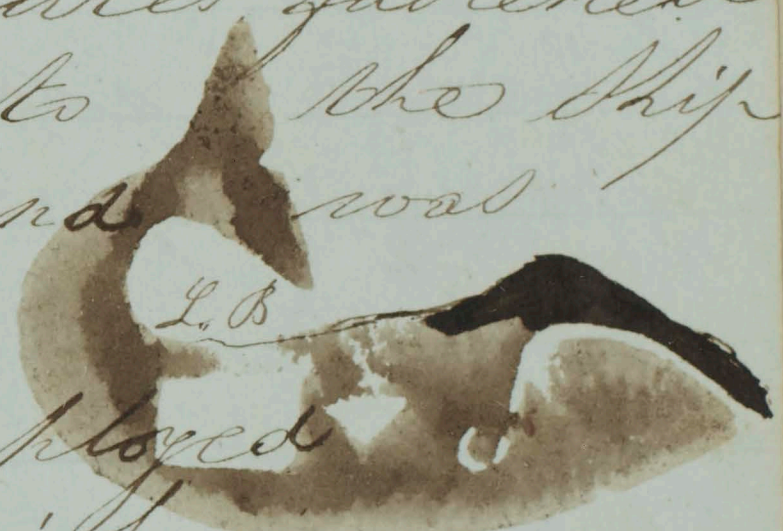
Tuesday Aug 22nd

Commenced with light S.W. air with foggy weather heading N.E. employed in boiling & Coopering oil. Middle part light breezes from the South & West heading to the Southward. Latter part foggy saw right whales dived for them but without success. at day light saw land to the East. so end.

3-7, 34 10

Wednesday Aug 23rd

Commenced with calm pleasant weather employed in boiling & chasing whales fastened & killed a Polar whale took him to the ship & commenced cutting. at sun set land was distant 12 miles to the S.E. Middle part light air & calm employed in cutting. Latter part calm finished cutting & cleared up decks. saw several Polar whales. also saw the Ship Huntville take a whale. so end.



3-7, 48 10

Thursday Aug 24th

Commenced with light S.W. air with pleasant weather heading to the Westward the watch employed in stowing down oil. Middle part light air & calm the watch employed in breaking out for shocks. at 2 P.M. commenced boiling. Latter part light S.W. wind with some fog employed in stowing down oil & setting up shocks. saw right whales & Polar whales. land in sight to the S. distant 18 miles. so end. saw 3 ships one of them take a whale.

3-7, 46 10

15-5, 5-9

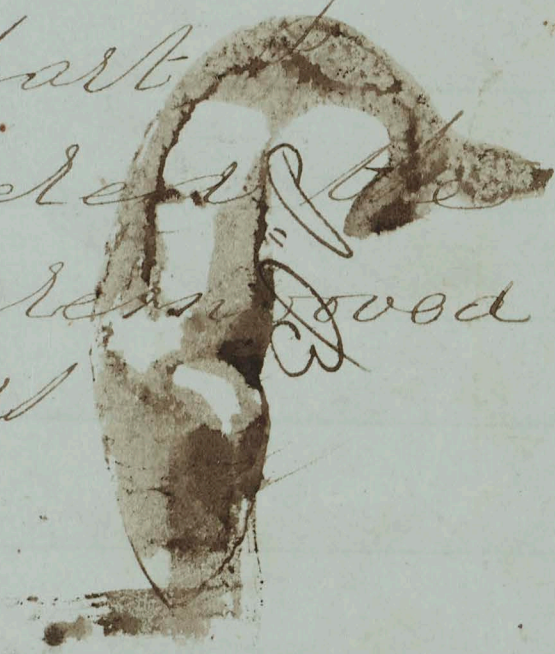
Friday Aug 25th 1848

Commenced with light Westerly winds with pleasant weather employed in boiling, stowing down oil & setting up shooks, saw several right whales. Middle part moderate breezes heading N.W. at 2 A.M. drove to the S. Latter part light air with pleasant weather employed in Coopering oil & setting up Pipe shooks, saw plenty Polar whales going quick lowered & sunk one, so end with the land in sight to the S distant 20 miles.



Saturday Aug 26

Commences with light air from the N.E. & W. with pleasant weather employed in setting up shooks, saw several Polar whales going quick gave chase to them but without success. at 3 P.M. spoke the Ship George & Henry of New London. Middle part light air heading to the N.W. at 2 A.M. drove to the S. Latter part pleasant, saw several Polar whales, lowered the Boats & got one. This day the boats keels removed forward into the Forecastle, to live. So end
Look in 1st of Howard



Sunday Aug 27th

Commences with pleasant weather employed in cutting the above whale. Lost his head. Middle part light Southerly wind, finished cutting & drove to the West. Latter part moderate breezes from the S.E. heading N.W. employed in breaking out and setting up shooks & Coopering oil to stowing down, Look in the Fore & Main Top sails

Monday Aug 28th

Commences with strong breeze from the S with cloudy weather employed in stowing down oil. Middle part fresh gale with rain heading N.E. & W. Latter part moderate N.W. wind employed in boiling & Coopering oil. So end.

Tuesday Aug 27th 48th

Commenced with moderate NW wind heading to the W., NW employed in boiling & storing down oil. Middle part light N. & E wind steering S. & W. Latter part light gales employed in boiling & storing down oil, so ends the ship being blubber logged.

3-7-49

Wednesday Aug 30

Commenced with fresh gales from the N. & E with clear weather employed in boiling & storing down oil. Middle part moderate breezes heading NW. Latter part light Westerly air & calm employed in setting up shooks & breaking out for bread, so ends.

Thursday Aug 31st

Commenced with light Westerly air with fine pleasant weather employed in boiling, setting up shooks, repairing rotten casks & starting bread. Saw 3 Ships & cutting bone boiling. Middle & Latter part moderate winds employed in starting water into short casks & setting up shooks, so ends.

3-7-40 20

Friday Sept 1st

Commenced with strong Westerly wind with rugged weather employed in setting up shooks, repairing rotten Pipes & starting water & boiling. Middle part moderate gales heading N. & W. P. saw land to the NE distant 30 miles. Latter part fresh gales from the W. & NW with rugged weather employed in storing down oil, steered N. & E to keep the ship steady, at 9 AM finished boiling, saw 3 Ships, so ends.

Saturday Sept 2nd Commenced with strong NW wind with rugged weather employed in Coopering oil. Middle & Latter part moderate breezes from the South & West with rain laying under a clot. reefed Main Top sail & Fore sail employed in storing down oil, saw 5 Ships.

Sunday Sept 3rd 1848

Commenced with light S.E. winds with rain steering S.W. under short sail employed in stowing down oil. Middle & latter part moderate wind from the North & East with thick cloudy weather employed in breaking out & stowing down oil. So ends.

Monday Sept 4th

Commenced with light N. N.E. winds with foggy weather employed in stowing down oil. Spoke the Ship Huntsville. Middle part strong N.E. winds steering S.W. under short sail. Latter part light breezes employed in chasing small right whales but without success. So ends. set whole Topsails & jib. Saw land to the East

Tuesday Sept 5th

Commenced with moderate breezes from the North & East with rain employed in stowing down oil & chasing whales. at dawn set shortened sail. Middle part light breezes from the E. N.E. steering N. S.W. under short sail. Latter part light & pleasant winds employed in chasing wild whales & clearing decks. So ends. 5 7. 26 10 started 3 bbls of meat

Wednesday Sept 6th

Commenced with light pleasant winds employed in stowing away water & chasing wild whales but without success. fastened to one & lost a line.

Middle part light breeze heading to the Westward. Latter part light air & calm employed in chasing whales but without success. fastened to one & parted the line. So ends.

Thursday Sept 7th Commenced with light southerly winds heading N. E. W. employed in starting water & clearing up decks. Middle part fresh S. S.E. winds heading S.W. stood sea watches. Latter part strong breezes & breezes with head beat sea heading S.W. under all sail. So ends

Friday Sept 8th

Commenced with strong S. SE winds with foggy weather ahead beat sea heading S. W under all sail. Middle part light air from the S. SE steering S. by W. Latter part breezed on to a fresh & gale from the N. W steering S. by W took in all sail. To a close reefed Main Topsail & Foresail. So end.

Saturday Sept 9th

Commenced with strong N. W gales steering S. at meridian turned up the lee boats, at 12 P. M. lost the Bow boat by the becket parting. Middle part fresh gales steering S. under a close reefed Main Topsail & Foresail.

Latter part more moderate made all sail. So end.

Sunday Sept 10th

Commenced with moderate breezes from the N. N. W with pleasant but rugged weather steering S. W under all sail.

Middle part light breezes from the W steering from. Latter part light breezes from the W. N. W with fine pleasant weather heading S. So end.

Monday Sept 11th

Commenced with light breezes from the S. W. by W with pleasant weather heading S. by S.

Middle part moderate winds from the S. W. by S heading S. E. by S. Latter part fresh breezes from the N. E heading S. W employed in breaking up an old boat & lashing lumber over the stern.

Tuesday Sept 12th

Commenced with fresh breezes from the S. E. by S heading S. W. by S. took in the Fore & Mizen Top Sabantails & reefed the Mizen Topsail.

Middle part breezing on to fresh gale from the E. with rain took in all sail & a close reefed Main Topsail & Foresail, also turned up the Starboard boat, steered S. Latter part more moderate, had N. N. E winds with clear weather made more sail. So end. Lat 42.45 N Long 142.59 E.

Wednesday Sept 13th 1846.

Commenced with strong breezes from the N with clear but rugged weather steering under all sail. Middle part light S.W. wind heading S.E. Latter part light N.W. with pleasant weather heading S.E. saw a ship & 2 right whales. so ends employed in scraping bone. 148.28
15-00 41

Thursday Sept 14th

Commenced with light breezes from the S.W. with pleasant weather heading S.E. by S. saw 2 ships scuttling & saw 3 right whales torbered & fastened to bone but without success. first iron cut the line off at 4 P.M. the Capt. went on board of the ship Panama. Middle part light breezes from the S.W. heading S.W. by W. Latter part light S. wind with cloudy weather heading S.E. employed in starting water so ends. saw one right whale. 148.27 10

Friday Sept 15th

Commenced with light airs from the S.E. with cloudy weather heading S.W. employed in washing bone. Middle part light E. S. wind steering S.W. Latter part moderate breezes heading to the Southward. saw several right whales torbered twice but without success. at 11 A.M. spoke the Barque Pacific of New Bedford. so ends.

Saturday Sept 16th

Commenced with fresh breezes from the E. S.W. with cloudy weather employed in garning with the Pacific. saw 5 ships. Middle part moderate gales took in sail to a close reefed Main Top Sail & Fore Sail. Latter part fresh gales from the E. S.W. with rain took in the Fore Sail. turned up the Mast boat & wore ship heading N.E. so ends. saw a ship steering N.

Sunday Sept 17th 1848

Commenced with fresh gales from the E. S. with rain heading W. moderate reefed Main Topsail. Middle part the wind hauled to the N. E. braced around the yards heading N. E. Latter part moderate breezes heading S. saw several right whales one ship.

48. 36

Monday Sept 18th

15-0. 30

Commenced with moderate breezes from the S. E. with rugged weather heading to S. E. Towed the boat twice for whales but without success they being very wild. Middle part moderate S. E. winds heading W. N. W. Latter part fresh E. S. winds with rugged weather steering S. by E. at 6 A. M. spoke the Ship Samuel Robertson of Fair Haven Capt Turner, 27 months out with 3700 blb.

48. 10

Tuesday Sept 19th

14 9. 5-5

Commenced with fresh breezes from the W. N. W. with rugged weather steering S. by W. at 4 P. M. bent a new Fore & Main Topsail & Foresail, at 6 A. M. spoke the Ship Emily Tompson of New London. Middle part light N. W. winds steering S. by W. Latter part light variable air steering S. at day light saw Round Island bearing S. E. by E distant 3 1/2 miles, also saw a ship. so end.

47. 06

15-0. 10

Wednesday Sept 20th

Commenced with light variable air & calm with Round Island & Hummock Island in sight bearing from E. S. E. to S. E. Middle part light air from the S. E. with clear pleasant weather lying with the Fore Topsail aback gunning with the Ship Modol of New London. at 1 A. M. braced full & wore to the E. at 3 A. M. backed to the W. N. W. Latter part fresh breezes from the S. E. heading S. E. by W. so end. took in the light sail at 8 A. M. saw Round Island bearing S. E. by E distant 25 miles.

No obs.

Thursday Sept 21st 1848

Commenced with fresh S.E. winds with rain. heading S.W. at 4 P.M. double reefed the Topsails. At 6 P.M. took in the Fore & Main Topsails & jib. Middle part strong gales from the S.E. steering N. at 10 P.M. close reefed the Main Topsail & furled the Foresail, & luffed to the wind heading E.N.E. Latter part fresh gales. at 1 A.M. set the Foresail & wore to the S.W. at 11 A.M. the wind hauled to the N.W. & so ends.

Friday Sept 22nd

Commenced with fresh gales from the N.W. with clear weather heading N.W. under a close reefed Main Topsail & Foresail. Middle part more moderate at 2 A.M. made sail & kept off steering S.E. by E. Latter part moderate breezes with pleasant weather steering S.E. at day light saw Round Island bearing S.E. distant 35 miles.

Sept 23rd

Commenced with moderate breezes from the N.W. steering from S.E. to S.E. by E. saw 2 ships. at sun set Marikan Island was in sight bearing E. distant 13 miles, Round Island in sight bearing S.W. distant 18 miles, Hummock Islands bearing S.W. distant 22 miles. Middle & Latter part light airs from the N. with pleasant weather steering S.E. by E. I employed in drying bone. at 8 A.M. spoke the Ship *Mane of Havre*. so ends with the Hummock & Company's Island in sight to the North & West and Marikan Island in sight to the N.W.

Started for Sandwich Islands. 47 days to Hilo. (Cliffed Ship but full of oil)

Lat 5.30 S Long 155.41 W in sight of Hero Island saw a school of sperm whales.

Arrived in Hilo Nov 10, 1848. Nov 19 left for Honolulu Captain sick Nov 22 anchored in Honolulu harbour. Jan 20, 1849. Captain Covert had recovered, came on board went to sea for home. Off Cape Horn about Apr 29. June 1. at Pernambuco July 11. arrived at New Bedford. 3400 lbs oil, Aug 20, 1849. took last whale

bequeathed of his wife. the only ornaments she had to adorn a
beautiful white neck. Forgive me dearest for depriving
you of them, on them I have shed tears of love, you ask me
dear beloved one, in the times I found enclosed with them
dear curls, ^{to think} of thee and in love to deem thy spirit nigh. I will
not only where my eyes rest on that treasure, but always, I will
love you with all my heart, I will prove true in all respects.
Think not dear Libby, that when I am away, from you in
some foreign port that my memory for the post is cast
aside for other pleasures, no far from it, there is no enjoy-
ment for me unless you are the partaker of it, no Libby I
will have my dollars to share with you.

All though Libby I have no kind letter from thee, I am repaid
in and the way. I cannot ~~slight~~ ^{slight} into my trunk or my chest
without I see something that thy dear hand has arranged
with care, there is my earlier shirts ^{by} as you placed them
in my trunk, they look so nice that I cannot bear to
wear them, my preserves I looked at the other day, they
were in nice order, I have not eaten any of them yet. I
have had no appetite for any such things since leaving
home - sweet home, my appetite is all absorbed in
love. Kiss my dear - dear wife, love me. Think of him who
is beating the stormy sea for thee, and when you are
rejoicing yourself, deem my spirit nigh to share with me.
I ^{intimate} ^{note} ^{see} ^{you} ^{now} ⁱⁿ ^{my} ^{mind}, seated alone in your room with
your sewing in your hand, every once in a while cast your
eyes around as if you felt lonely. So if you wanted complain
some particular person that does you wrong, and who else that
person be, I can answer, it is an absent husband who
has gone to sea, never mind my dear Libby, continue to
pursue for my success & safety and I will soon return to you,
and make a longer stay than I did the last time. O
there is your cake Libby, I must not forget that, I took it
the other day buried it in sugar there to remain for
one year. A thousand thanks dear wife for all you
done for me while at home. All the way I have left
me to repay you for these many kindnesses, really loving you
to prove my virtuous & ever constant husband, which I promise
I will be as long as God spares my life. I will now leave
you again for a short time to these duties.

Signature across hand.

Dearest Libby

Sept 3rd 1867

Phantoms are I to be compelled to write over
the ocean to the land - hard is it thus to be separated
from those we so dearly love, & ~~and~~ bound by so many
endearing ties. Libby I will try to write in as good spirits
as possible, should I cause a few tears to flow, forgive
me, for it will be no more than is now flowing from
my own eyes. We have had since our departure quite good
weather, rather mixed for the given time, the winds
for one week were ~~quite~~ ^{rather} favorable & strong, but now
I am doomed to have a head wind my course is E
and the wind is East, so you see I am making a
little or no headway, how long this wind will last
I cannot tell but am in hopes it will change before
long, if it does not my chance for sperm oil will be
very poor but I sincerely hope that I shall be able to
sell home 60 or 100 bbls of oil. The second day we saw
a school of blackfish lowered a boat & caught one, every
thing on board goes on as smoothly as I can wish. What
I like regard to ship's duty, my crew are all getting over
there sea sickness, and I am in hopes ^{they} soon will
learn to shake hold & do their duty without difficulty.
The most of them appear to be smart active young men
my officers all of them are men, I think of very good disposition
& if not too easy, I think we shall go the voyage without
having much trouble with the crew. To me they are all
very respectful, but very little company for me, how I miss
my companions of former voyages, those with whom I could
sit down & converse of home & of its beloved inmates.
I love - dear Libby how are you, do you take care of yourself
& try to restore that lovely form of yours, to its usual healthy
appearance? Libby, do for one's sake, who dearly loves you &
feels every pain that passes through your frame that he is
knowing to, do for his sake to restore your health. Your
miniature I try to make look natural, but it is almost
impossible. I miss those fat plump cheeks & that round
soft neck that once used to rest my cheek upon. Libby,
if I could only hear from you, I hear that you were
recovering, I am happy - happy I would be, when you do
write. I am not to deceive me, if you are no
better say so, that I may be prepared for worse news should
there happen to be any, but I do pray to God Libby for the
restoration of your health, get well & hearty by the time I get
home again. For I am going to make a short voyage to good one

so that I can take my dear wife with me, that dear Libby is
all that I have to console me, that although I am at labor on the
seas, I shall not be compelled to be separated from her I so
tenderly love. Libby, if I had you with me now it seems to me as
if I should be perfectly contented. I know I could make you
happy & I should be happy in seeing you the dearest lib for me
to tell you that I still think to love you is almost foolishness for
how can you doubt it, yes Libby, I think of you all day & dream of you
by night my thoughts are allways on home, I take out the
family likenesses, look at them, kiss & imprint a kiss on each.
I speak to all, but echo is my answer, they will not even
smile, I'll now leave you for a short space of time, perhaps
something may occur which will interest you.

Sunday morning Sept 23rd

How can I dearest Elizabeth
better spend an hour or so, on this sacred day than to converse
with the by this silent monitor. Is it on this day that
I feel most lonely, all on board the ship it still by quiet
work is done, all hands are at liberty to do as they
see fit, either to take their Bible & read it, or sit by
themselves to converse of past times. my crew are all
coming on fine, they have got over their sea sick-
ness, and the most of them ^{are} ~~most~~ of them learning
very fast, my officers still remain as before, very respect-
ful & ambitious, so you see, Libby, that all I now lack is
company, O that you were only by my side to cheer this
aching heart & check these bitter tears, I feel lonely, &
forgive me, ^{dearest} for speaking of it, how can I help it. Here I
am separated from all that I wish only to live for, and
then to look forward 30 months, seems an age. Time
drags wearily, these 18 days that has passed ^{since our parting} ~~has~~ seemed
more than 30 many months, can you dearest lib for one
moment realize that your husband has been at home.
if you can it is more than I do, it seems more like a
dream, although short was my stay it has many
pleasing associations connected with it, I have recalled
every transaction a thousand times & but very few
unpleasant circumstances occurred while with you, forgive
me & dearest every unpleasant moment that I cannot
forget while at home, remember we are not perfect and that
we must differ in some respects, when I get home again
we must study to please each other, & in pleasing each
other, we shall be happy in doing so, do not for goodness
dear lib, think that I did not enjoy myself while at

home, never did I pass 8 weeks more pleasantly, and
how could I help it, I with you & all my friends, do you
dear Libby ever recall those pleasant hours that we so
sweetly spent alone in our chamber: Those hours shall
never be forgotten by me, may I ask who bathes you
now? I can there you say my dear sister Jane, tell her
to take particular pains with my favorite part
to drive that swelling away, I fear you neglect your
medicine, only this thought scares me
a great many anxious hours, O should you die what
should I do, what an unhappily wretched I should
be, O Libby - Libby do get well if it lays in your power
devote your whole time to that purpose, and if it be
that Mrs Davis does you no good, try some other
Physician who you think can, O Libby do not waste
away your life in your young days, you know how
I love you & how I love to fondle you, O how patiently
you endured my caresses, I think sometimes that I
am most to selfish when at home, if you think
so Libby forgive me for it is my nature, I do love to
kiss you so that I must, O that my lips were now
only pressed to thine, I would draw all the virtue
from them, remember Libby that you were the
last female that I kissed, but you will only be ready
on my return you shall have the first, on my last voyage
I was disappointed, you was the last person I kissed &
I reserved the next one 35 months for you & you would
not stop forward receive it, tell your mother that
she was the first person that I had kissed since
for 35 months, that is more than any woman in New
Bedford can say, but I convinced her of it & beloved to you.
Our miniature I love dearly, it begins to look more natural
I have already imprinted a thousand kisses to thousands
more shall be placed on it before I return, it shall be
my dearest treasure & companion, often have I looked
over my chest & trunk to see if I could not discover a
letter stowed away in secret, but I have been doomed
to disappointment, but I found a note on which you
bid me good bye, I kiss it every time I see it, and if God
spares my life I will show it to you again, but I have
something else I prize more highly than that, gold
nor silver could not purchase them, what do you think
Libby they can be, if you cannot guess, I will tell you
they are two beautiful curls that a cruel husband

Dear Sister

It is with a great deal of pleasure that I am now seated to write you a few lines. Three long weeks has passed since I took my Farewell leave of our fathers who I dearly love. Time does in early moments are like hours & hours like days. O that I could lay myself down to sleep for the next 3 months & then wake up with my mind reconciled to my fate, too hard thus to be separated from those I so dearly love. Beware dear Sister of your future destiny if you marry a sailor, shun one who has a fairer prospect ahead than Francis Baily. He will never make a ship master by his own exertions, nor does it lay in his power to half love you. Now my dear Sister take the advice of a brother who dearly loves & daily thinks of you, forget Frank, think of ^{him} as a friend but never for a moment entertain any dearer feelings towards him. There is better days in store for the some other friend will soon strive for thy hand more worthy of it a thousand times. I do not know how my advice will be received but dear Sister entertain no unkind feelings towards me, my love & my anxiety for your future welfare has driven me to it. You are not to be made unhappy by affectionate to be a sailors wife. I will now alter my subject for fear that I may cause sorrow instead of joy. You would be for to cast one shade of gloom over that fair countenance. Rather let me inquire of home & of its beloved inmates how are you dear Sister & all the rest of the family, are you well enjoying the blessings of life? I hope to hear from me. I wish there is one kind favor that I crave of you, & that is to nurse my little with great care, she requires help & she requires encouragement, do all you can for her & I will repay you ten fold. Ask your Mother for me, to have a watchful eye over her to see that she neglects not her medicine. Tell her I ask it as only favor that she can confer on me while absent on this voyage. O that I could only return from of this voyage & find my dear wife in perfect health, those forlorn cheeks dear Sister, were they not so? Oh! help her to restore them to their natural beauty & appearance, I will allow you the privilege of resting the own place in them, that is with Libby.

consent, you know full well that she likes to have her bed
follow sleep close to her; not exactly close to her, but as far
from her as you possibly can get to sleep in the same
bed. but remember you do not know the ropes, you ask Libby
what cousin Sarah Bushins told her after looking about
bed on morning before it was beat up, & I guess you will
think that your bed has beat them, & that I could only
remain all home & enjoy all those rich blessings that I am
now deprived of, should I not be happy, dear sister; there never
was a person that had so many near & dear friends as I have.
It takes me whole time to think of the showers of blessings
that was heaped upon me while at home. It seemed to be
the study of all to make me happy & my time to pass off pleasur-
ably & happily, and I to say that your efforts were not all in
vain. I was as happy as a person could be who was anticipa-
ting so short a stay at home. Oh how shall I be able to repay you
for the many kindnesses that I have received from your
kind hand. many — many thanks dear Sister for all
your kind favors. I will ever love you as an own dear beloved
Sister & treasure you as such. Your thanks is all gone, they
were ever mine indeed. But instead of cursing me for it
it caused me to shed tears of sorrow. Oh how ~~horrified~~ I feel
when I look over my chest & think and see the many little
presents I had stacked on me this time. at home. think not
dear sis that you are just unheeded by me no. on each I imprint
a sweet kiss. I ^{have} looked in ^{win for} another kind remembrance from
you, that might have been stored away in secret but have been
doomed to disappointment, & one of the last words I still value
& keep it for a book mark in my Bible &c.

How does you & Shorty get along at home? does Shorty & someone
else get along, has there been any clothes broken up in the
town clerk's office yet? if not I fear there will be soon.
tell Mary if she does not have more a piece of cloth
I will make her 3 inches shorter than she is now.
Oh how black berries what miserable things there
were. 7¢ cents worth to treat a party with and have
them charred at that. & that was all. I must now draw
to a close. I shall expect 15 letters from you this voyage.
remember, fifteen. Give my love to Father & Mother & say
to George tell them I expect to hear from them, particularly
Father & Mother, O, she never answered my letters but that I
presume they were not worth the trouble. tell Samuel when you write
that he has my best wishes, but I beseech him never to ^{use} ^{again} if
I think there will be chance of his getting a letter from me

leave me at the Islands. my love to your good Aunt Sally
Grand Mothers, all relatives and all enquire friends.
I am now enjoying very good health & hoping that you
and all the rest of the family are enjoying the same
good blessing I will now bid you a kind
farewell.

From your affectionate brother
Dear Father James M. Willis.

As I am now fast approaching the Cape Verde
I think it my duty to commence a letter to you but I
cannot tell you any good news, any more than I am
well enjoying my usual good health. I am sorry to
write that I have come clear across the Atlantic
ocean & not seen a sport of a sperm whale, nor in
fact anything else worth speaking of the second or
third day out I believe we did see a school of Black
Fish, the only school that we have seen since leaving
home. I never did see such a dead ground in
my life as the sperm whale ground where I was.
I will not even could we see a bird. I believe if
I should stop to cruise there 3 months that I should
go crazy. We have come across this ocean between the
parallels of 30 to 32 N starting in the latitude of 60
to hauling South in the Long 82 W have not got a drop
of oil. we have come over Bar indeed having a calm
the most of the way with pleasant weather & the
sharpest look out kept at the mast head of any ship
that I ever was in. I have my officers as well as boat
keepers & 500 most hands to stand a regular mast
head. to encourage all hands there is a bounty up
of \$5 for 100 bbls of sperm oil between Thine the Islands.
It seems so to me that if I could only see a sperm whale
that I could eat him up. why cannot I get a little
sperm oil to encourage my officers & others who are
anxious for my success. But Father fear not for your
dear boy, he will make a voyage. don't ^{think} any the less of
me for not getting any oil during this passage. for you
know that it is impossible to get oil where there is no
whales. But I will make you laugh all over your
face in about one year from now, when you hear of me
from off my first season, fitting for a short cruise sperm
whaling & then for home. that is what I am resolved on
doing if there is whales in the Japan Sea & Arctic ocean.
I shall try to get amongst whales to drive away the thought

of home, those thoughts that are wearing my life away.
After leaving the Cape Verde I shall hurry the old ship
round Cape Horn as quick as possible, but shall not omit
passing over the sperm whale ground to the north of the
Falkland Islands where I am in hopes of obtaining one
or two large sperm whales. If I can get 250 bbls of sperm oil
between here & the Japan Sea, I shall feel perfectly well
satisfied, then get 800 bbls in the Japan Sea, 2000 in the
Arctic sea & into the Islands by the last of September or
first of October 1850. why that will be doing it up bonum.
I guess then I can get a good ship to take my Libby with me
will that not be pleasant. & I am forming some very pleasing
anticipations this voyage to have that dear girl always by my
side, how can I help but enjoy my self. but enough of this.
I begin to feel my eyes grow watery. I suppose you are anxious
to learn how I am appointed towards getting a voyage. I
think myself that I am very well appointed indeed.
but I cannot tell much about it until we get to whaling
spit. My officers are all experienced whalers, men to very
ambitious at present. they are men I think of very good dis-
position. but I fear most to easy with the crew, but I hope
that I have got a ship's company that will bear good usage.
I would that I could go this voyage & not be obliged to raise
my arm in punishment. I shall use all other preventative
before the bat, that shall be my last remedy. My Boatswain
& are also very ambitious. I have them practicing every other
thing & if they will ^{not} an I won as straight & as handsome at a
rod as they can at other things, I think there is no but
what they will do their duty. & do it they must or I shall find
other that can. My crew have got over their seasickness and
are coming in finely. they to appear to be very induric for a
voyage. but I do not know how long it will last. I have told
them that it laid in their power to make a short and
pleasant voyage & if they do as I wish for them to do, they
will see my words prove true. I will now alter my subject.
Father I want to express my very feeling thanks to you for the
innumerable kind favors that you have showered on me
during life. & how can I do it? I do not know. & that my pen
would go straight ahead without waiting to be dictated by
me. but I return to thee my heartfelt thanks. I will try to make
a steady, respectfull & dutifull son if that will help repay you.
If Father you get my life insured while I am on this voyage
I would not get insured for any great length of time, say for
one or two years. for I think as long as I keep my oil well covered

will insure both in this ship to the S. Washington
that I should leave quite a little sum to my wife, if my
accident befall her. If Father I should be taken away
while absent at sea, I want my wife to have what
little I possess. all, I give to her. What is not much, I
merely speak of this so that she can claim all. I see
when I was at home how Mrs Spooner was situated.
I want you to insure my oil after the first season. As
to the George Washington do as you think best. ^{but} I don't want to hire
money to fit her again, if she does not clear anything.

A few more lines & I will come to a close. Remember
Father when you sit down to the table that you
are human. Don't you get so much green work as to
make you sick. You know what I mean. Nor don't
you forget to write me by the overland mail. Write
so that it will get to the S. Islands by the first or
middle of September 1850. I think you had better
direct it in the care of Mackee, Anthon & Co if they
are in business at the time. You can find out by
bureau if they are not direct it in the care of the W. S.
Consul. I then shall be sure to receive it. I expect Libby
will send her miniature, be careful to do up nice.
Tell her I must have it sick or well. My love to all
the family, relatives & all my dear friends. Tell all that
feel slighted by my not visiting. Wish more when I was at home, that
I soon shall be among them again. Make up for lost time. I am now
well enjoying the best of health & hoping that you are all enjoying
the same blessing. I will bid you a Adieu. Farewell, a kiss to the
little ones William, Eliza, Elizabeths. etc etc

shall not be able to do much until it is so fine that it
drops through the grate about as fast as you can put it in.
if you had of given me coarser coal it would of been
useful to advantage. I will now draw to a close
in hopes of writing you better news however you
a little more encouragement in my sight. Don't
forget to write me by the overland mail. Direct them
to some merchant in Constantinople for I shall look there
on purpose for them, whether I be there or not.

Respectfully yours
Charles Wells

(By you have given me a miserable steward, if I can
get another I shall do so for he is a negligent, wasteful
good for nothing fellow)

Miss David is here too

5

Dr Sir

At your earnest request I have take my pen in hand to write you, as I expect a few uncelebrated lines.

After leaving land on Oct 3rd I steered to the South East as you requested, as far as I could. I at 20th cruised along between parallels of 30, for until I reached the 30 degree of Longitude where I hauled to the South. I have passed over all this water & not seen the spout of a sperm whale, nor even a school of Black Fish. I think that it is the least ground that ever I passed over. We have not seen so much as a piece of squid. We have come along very slow indeed having had light airs to calm the most of the way which you will perceive by my long passage. We have had fine pleasant clear weather. So if they had been any whales along in our way we should of seen them. I have had my officers to keep a regular look out at the most threat, as well as boat-steerers & Foremost hands to encourage every one there is a bounty up of \$25 for 100 bbls of sperm oil between home & the Islands, & I sincerely believe that every man has used his utmost to see whales but we have been doomed to disappointment.

The Ship I am happy to inform you is in a first rate condition. She is as tight as bottle. My officers are all men of very good disposition & also very ambitious. My Boat-steerers are the same. I have had them off in the boats & good deal practicing & if they will do it as soon as a whale is struck as soon as at any thing else I do not fear but what they will do their duty. The Foremost hands have got over their sea sickness & are coming on finely. In fact I think that I am very well appointed for a voyage & if there are whales in the Japan sea & the ocean I am bound to have them if they can be taken. As I am now near the Cape Verde Islands I shall look at one of them & leave my letters. I think I shall proceed on my course towards Cape Town with all possible speed, but shall not omit passing over the sperm whale's ground to the North of the Falkland Islands if I can do so without having to much time. Time will be time with me. I fear before reaching the Japan sea if I do have the wind I think the ship will have to allow for a spell. You see how I

The Forenoon is passed away in reading & walking the decks, at
12 o'clock I have dinner, then comes afternoon, that is passed the
same as the Forenoon, you see what makes me lonesome, I want
society, at 5 P.M. I have supper, after supper there is no work done
then I have a few hours to chat with my first officer, Mr. Simmons.
that only makes me feel the more homesick, for he loves his
wife almost as well as I do mine. We have quite an argument
every time we take the miniatures out, I tell him his wife
is not half so handsome as mine, but it is almost impossible
for me to make him think so. I have all my miniatures
lying on the table by my side. Oh my dear Libby! I have just
imprinted a sweet kiss, & that I could only kiss the original.
your miniature I think is perfect. & how I do love it. the more I look at
it the better it looks. Do not I pray of you my dear, neglect to send me
your miniature by the over land mail, send it to me whether
you have altered or not. I want you to have it taken in a
handsome low neck dress, your black silk if it is fashionable.
I expect I shall see your head hanging in ringlets, that is if
you have had your head shaved, which I hope you have had
done, how I shall when I get to be a man, escorting an old
bald headed woman around, why I should be the towns
talk, every one would say, what a pity it was for that young man
to throw himself away, but enough of this, when it comes to that
I will ship you off. Libby I want you to have some one magnified
to send them round Cape Horn to me. then I want you to write
me the particulars in your letter by way of Panama, I want to know
whether if such a thing is possible. I shall expect a very long letter
from you by way of the overland mail, nothing I do of objects in
it I want you to tell me everything. Tell me you are well, enjoying
the best of health, & that you still love to think of me & are waiting
anxiously for my return. I will soon draw to a close, I don't
know what you will think of this letter for I have written things
as they come to mind. Tell Hopkins to beware not get himself into a
scrape, tell shorty for me, the same as you did Mary Abby, to get well over the
back side, ^{of the bed} or she will get herself into hot water, sweet hot water. Tell Abby
she must excuse me for not calling on her more, that my time would
not admit of it & that she must blame me for keeping you away. Tell
her to remember me to Horace when she writes & that she must name
one of her three children for you, & I will consent to name one of yours Abby,
one of the two that will absent themselves. There is one thing I want
you to do, I owe William Willis for a ride out to the head of the river to
get chickens, pay him, I forgot to. I suppose Sister W. J. S. will think I was
in a hurry to write her letter. Tell her & all others, that I expected
to of been at the Islands weeks ago, but have had nothing but

Dear much loved wife, As my course now is directed in
the track of homeward bound vessels from the Pacific
I have commenced this letter fearing I might be taken
unawares by a ship & not have time to write. The first
thing I will tell is that I am well enjoying my good health
not quite so good as formerly while at sea. Since a good deal
I think to the state of my mind. I have come away most
dreadfully dissatisfied with my short stay at home. To think
out of 40 months that we have enjoyed each other's company
but 15 weeks. It makes me feel heart sick to think
of it. But dear beloved one what time I have lived with
you, you have tried to make pass off happily & pleasantly.
As much so for my comfort while at sea. By doing you
have gained my heart, yes my very life & soul. I am poor
only, separate from you I am unhappy. My dear Libby
let no person usurp the place in thy heart which you
have long ago given to me. I must have all that is not
half enough. O what a happy moment that will
be when we next embrace each other. I have never
known before this voyage what it was to be separated
from you. I have nothing else to do but to think of home
& of our past happiness. O Libby you never will know what
it is to be separated from me until you are placed in
some similar position. To be separated not only from
your husband but from all society & denied of the many
privileges that our friends at home enjoy, is like taking
a persons life away. If I thought that I had got to live
such a life as I have led for the 6 years I should no
wish to live, but I have bright anticipations ahead
whether we shall live to realize them is more than
I can tell. Why dear Libby is it that I dream so much
of home? Is thy kind spirit always hovering over my
couch, week in succession do I dream of home & of you
Libby often - often have I clasped you to my breast & im-
printed a sweet kiss on thy fair brow, with but being repulsed
it would take too much paper for me to tell you all.
Suffice it to say, that I have returned often from off this
voyage & had several pleasant rides, & twice you have
presented me with a little boy which perfectly
delighted me what news can I receive when I get
letters from you? I fear the same old tune, no baby for me,
but dear Libby I will not complain if you will only regain
your health. This only causes me a great deal anxiety. O that
I could but receive a line from you stating that

you had regained your health. how happy I should feel.
Shall I not once more behold that sweet blooming
countenance, those soft plump rosy cheeks & that
beautiful fat white neck that you had when you
look upon you the duties of a wife? I hope to pray I will
I think when I come to get you at sea & feed you on
salt junk for about 30 months I shall be able to fatten
you up a little (if not one way, perhaps I can in another, I
suppose you remember of hearing Capt. Bruce speak of
having a head beat sea on returning from Rotterdam
(the first voyage Eliza was with him) this salt junk
has had effect on female sailors, but enough of this for
I suppose you had much rather hear in what manner
I am planted for whaling in a successful voyage.
I have not as yet seen a spout of a sperm whale nor any
thing else that I want but am in hopes of seeing
some before long when I get further to the North
& West. I felt a little encourage when I was at the Cape
Verde Islands to hear that the *Baratona* had taken
up oil for she was commanded by an old experienced
Captain. several ships had been there without oil but
I feel perfectly well satisfied in my own mind that if
I can only see whales that I can get them with any ship.
my officers I feel confident will make first rate whale
men. may I not be deceived is my sincere prayer for
without a whalerman I can do nothing but I am in hopes
before I close this letter that I shall be able to give
you more encouragement in that scale. My Officers,
Boatsteers & crew so far have given me perfect satis-
faction & if they continue to be as ambitious the voyage
through I have no doubt but what we shall get a
full cargo of oil to home in 30 months or less. I libby
do not let me forget to acknowledge the thankfulness
I feel towards thee for the sweet sainties that I
am now partaking of. it is your Tomato Jelly, it is
beautifully never did I taste of any preserve that was
half so good. when opened this year I was fearful that
I should not like it, but I find that quince is nothing
to it. I never taste of it but I recoll that flushed counte-
nance of yours & the perspiration on your while standing
over the stove. I am very sorry that I caused you so
much trouble, but it passed off a few dull moments
while waiting of it for it so reminds me of dear loved
one, that tries to make what ever easy. Adieu for the present

Dear Parents, Fearing that I might fall in with a homeward
bound vessel & not have time to write, I have now seated myself
to pen a few lines to thee. I have not any good news to write
you, that is in regard to getting oil, but I suppose it is good
news to you to hear of my enjoying good health. I know it be
a great satisfaction to myself to hear that all of my friends
at home were alive & well particularly that dear loved
one that was complaining when I was at home, encourage
her dear Mother in doctoring that she may once more
recover her health. I am at present enjoying very good
health & in middle good spirits. The fact of it is I am about
sick of being Captain. I have not enough to do to engage
my mind. If I am to be deprived of my wives company
I should prefer going & make having the world give
me the same lay. Sometimes I think if Libby does not
go with me next voyage, that I will try to obtain some
employment on shore if nothing more than to claim
others live at home with their friends who cannot I
but I am in hopes of making a short & successful
voyage so that I can get a fine ship to take my wife
with me, to have her with me is all I ask for the
next 10 or 11 years. I should then enjoy myself quite well.
Sometimes I look around my cabin when I feel lonely
to think if I had my dear Libby with me that I should
be happy. I should then have company we could sit and
read to each other & by enjoying her conversation I
learn a great deal. I now feel perfectly ignorant. If
when I am at home in company or among strangers I
dare not open my lips for fear of exposing myself. I now
miss my companions of former voyages. I have in fact
no society, my Officers have not a common school
education. The Surgeon my first Officer is about
the only company that I have. He loves his wife about
as well as I do we often have a pleasant chat about
home, but enough of this for fear of causing grief in thy
mind. All I want at present is a few good large
sperm whales & I shall feel like another man. I
have not as yet seen a spout of a sperm whale nor
in fact any thing else that I want, but still live in
hopes & look anxiously for them every day. I felt
quite disappointed to think that I did not get any
oil before getting to the Cape Verde Islands. I shall feel
a great deal more so if I do not get more this side of
Cape Horn. I have the best look out kept at the West

had that once I see to if I do not see whales it will
not be my fault, write me in your letters how
soon like the proceedings of this voyage. I expect
he feels kinder growly as usual, but I have one
reason I could accede to his directions if he
wants like it why all he has got to do, is to do some-
thing else. I suppose you would like to know
how I am appointed towards getting a voyage.
I cannot give you much more encouragement
than I did in my letters at the Islands. I feel
perfectly well satisfied with my Officer, Rods
Lucas & crew, I place a great deal of confidence in
my Officers as to being good whalers, & that I
will not be deceived for without whales
I cannot do much. I hope before closing this
letter that I shall see whales so I can give you more
encouragement. Every man in the ship appears to be
ambitious to want to see whales, if they will continue
to the voyage through. I do not fear but what I shall
obtain a cargo of oil & home in 3 months or less time.
I have of late been favored with fair winds & have
got along very fast since getting into South latitude.
To get in into the Japan Sea in time I have not to
have a favorable run & no time to stop to look for
sperm. I fear I shall lose one month's whaling the best
I can do, but when I do get amongst whales there is no
two ways about it, but what I will make up for
lost time. Blubber Blubber is what I want & what
I must have, I want to make the old hit Brown
go in under its weight. I still live in hopes of making
in one season voyage & shall not give up all hopes until
I have tried to do not do it will be because I cannot
find the whales. I must soon draw to a close until
I fall in with a ship. Should that boys friends ever
write to you, to enquire about him, thinking that I might
speak of him in my letters, you can tell them the contrary
to himself with propriety to that I think he will return
a reformed young man, I mean James Carpenter a
boy that was put on board of this ship to reform, he used to
stick his little finger to often at home, my crew has got up a
temperance pledge to myself & three officers two Boatsteers
& four of my crew has signed it. James Carpenter
was the first of the crew that signed the paper.

Dec 15th Lat 55° S Long 62° W. Lovely of the Lovelock. most unwillingly do
now take my pen in hand to write a few more lines to thee, for you
must know how I hate to write to a person that I despise.
I do yourself. I have not as yet seen a ship that was home
ward bound but hoping still to see one, I shall now add a
few more lines to this letter. I have still the same old
news to tell you, not a drop of oil, nor have I seen a
ghost of a sperm whale. I have seen one right whale
but was unable to get near him. He had as the sailors say
his weather eye open. with this exception we have seen
nothing that I have come after. But I have seen enough
of one thing to my heart's content, & that is head winds &
of late bad weather. I am making a very long passage
indeed. I am afraid of losing a part of the whaling
season which will cause me to make a longer voyage
but we must go on & bear it, for all we can say will
neither make our hair turn black or white. I will try to
keep up as good spirits as I can, but it is very hard for me.
This voyage seals my doom, if I am fortunate to make a
good voyage I shall have no trouble in getting another
ship & a good one too. Dearest Libby, on Dec 3rd I received
a farewell note from you & it caused many - many
tears to flow I wept as I did on taking my farewell leave
of you, it brought every thing afresh to my memory. O my dear
why it is impossible for me to express my feelings. it almost
broke my heart to read it. since then I have felt like a differ
ent man. it revived my spirits & cheered me on in my duty.
never did I think you loved me so. I will repay it tenfold. you
ask me to read my bible which I promise I will do I have every
night since I left thee. you ask me to forgive you for any unkind
word or action. yes dearest with all my heart I will. I have
done so months ago, but Libby think nothing of our passed
conduct. let us go live hereafter with no unkind word
with pass our life. but few to my memory ever has, no more I
think taken is common with married people. but still Libby
after a little spat we love each other the more for it, & we
also learn each other's disposition I ^{am} study to please each other
accordingly. You my dear wife I love dearly. you have given
me perfect satisfaction in all things & if no one ever gets a
worse wife than Libby Wilks I can thank good fortune for it.
Libby I also ask your forgiveness for every bad moment I have
caused you which I fear are many. my disposition in a great
many things is entirely different from yours & if I have caused
you sorrow, I have deeply repented of it. Farewell for the present

Oct 17th I read I say loved one, that it is with extreme pleasure that I now
take my pen in hand to convey a few lines to thee, my own dear much loved wife.
I can hear you answer, No for I know it's a pleasure for a devoted heart
to convey its love, where it truly belongs. I am now dear Libby near the
Sandwich Islands with a full ship, full of what, I hear you ask, I
wish I could say oil but I cannot. O that I had been fitted for 10
months instead of 32, then my Provision would of been out of my way,
that is the reason that I have not 3000 bbls of oil instead of 1650 bbls
it has been in my way the whole season & now I want 500 bbls of oil
& no where to put it. I am full below decks & I might as well lay
above decks for I can hardly move around. Libby do you want me
to come home? do you want me near to torture you with my fond
affection, with you if I will, come home permit me to kiss ^{you} as often
as I wish & return them without request, say but the word yes
& home I come. O how I wish I could come directly home to end this
endless misery, but I can not. I want 500 bbls of oil to fill my ship
& I must use my utmost skill to get it. I am almost afraid to
go to the Islands fearing that I shall receive a letter from my business
wishing for me to send home oil & bone & take another season.
I don't ought to do so without their orders, had I my wife with me
nothing would tempt me to go home. I have before as fair a prospect
as ever man had to make 2 voyages in one, I feel confident that I
could go to the Arctic ocean next season & get 3000 bbls of oil, but I
love my Libby & my friends better than I do Gold, but if it is my business
wish for me to take another season I shall be compelled to do so.
If I receive ^{any} instructions from them I shall go to the South & get
what whale & sperm oil I can & come home to you. What words
will express the ~~anxiety~~ I wish to call you by. O my heart is
bursting with love for you. I must come home I cannot be separated
from you any longer. You are my life, my soul without you I am
unhappy. never has time passed more heavily or more tedious than
it has this voyage, company. How love I enjoyed so good health as
usual. I am a little inclined to be Dispeptic. I want my dear Libby
to be with me to nurse me with her love this I think is the
medicine I think I most require at present, but I thirst
for those letters that expect to receive from you by the over
land mail. O Elisabeth if you disappoint me this time in not sending
me your miniature, neither letter it will be regret I sh^d of
you while at sea but I will not think of it you cannot deny
me so simple a thing. I have seen two ships that ship that
had sailed since the last season by one I received letters & by
one I was doomed to disappointment. It was the first one I saw
& the one that had sailed the most recently. I heard that she
had letters for me & you had better believe that I kept a ship.

look out for her, when I did see her I went on board to get
my letters there were letters for my mate but none for the
Captain he received a package of Papers from his Owner
but Libby I did not blame you I made up my mind that
it was through my Father's forgetfulness, I will not say
negligence for he loves me to well to neglect me. It is the
first time for the last two voyages & I willingly forgive
whoever is to blame. Let be dear loved one the last time
for you cannot imagine with what transport of joy
I receive these kind messengers of love. It makes me
feel like a different man, & if I am happy when separated
from you my Libby it is at such times. I read & reread the
one that I receive from you many times & see it shed tears
of love. And judge my dear wife with what joy I received
letters from my sisters Jane & Sophia Willis. The first
letter that ever I received from them. Tears flowed from
my eyes as from a child. Little sister letter was simple and
childish but I thought not of that it was the more accept-
able. I hope my dear sister, M^r. J. Sampson has not given up writing
to me, tell her if she has, I love her no more! how does she
& Frank Bailey manage affairs? I fear that she loved to
well & has accepted him as a partner through life. if so
may God bless them & make them happy. I love Jane &
should feel unhappy to see her neglected. her love is not to be
trifled with, neglect would carry her to her grave.

^{Only} Now the most important question with me at present is
whether you have altered your mind in regard to a seafaring
life. I hope & fear not, but Libby think well of it. think of the
deprivations. All for the society of your husband. do not come
to be disappointed for then we both be unhappy, either let
me suffer alone. I have visited several ships this season
where the Captains had their Ladies with them & they were
truly happy. I have enquired both of the Ladies & their husbands
& they say that they are in paradise, not on exception have
every Lady say that as soon as their husbands goes to sea
that they will do the same. I was in company with the
Ship Huntsville several days Captain Smith has his
wife & son with him. It made me homesick as death to go on
board, but still I loved to go & see her. she had a Piano &
played & sang beautifully. O Libby would that you come with
me next voyage. Learn to play on the Piano if you are to come
with me & I will buy you a nice one. I mean it, no joking.
All in the Arctic Ocean the Ladies always go on board of other
ships with their husbands, I mean where there is Ladies to visit

in two minutes they are as intimate as if they had been acquainted
for years, Aaron, Libby & Libby they all have babies. Salt junk
& a head beat sea has a bad effect on their stomachs. perhaps it
would operate on others that I know of. Now Libby may I enquire
of your health. I suppose you think it is about time, but think
not that it is the last thought that has entered my mind
for it is my thoughts by day & by night. In my dreams dear Libby
are not the happy dreams I used to have. I have witnessed your death
several times & night after night have I dreamed of being at the
point of death. Last night I had the most pleasant dream
that I have had for a long time. I dreamed that you had just
recovered your health after a long fit of sickness. O Libby why
do I have such dreams, can it be possible that you are still
laboring under that disease! O no no it must not be.

O Libby if I could but once more see those fat rosy cheeks & that
noble form that Libby Sampson once had I should be a happy man.
In your letter that I received for Ship Enterprise, you speak of
Miss Davis giving you some encouragement. I hope so, but I
have not much faith in her skill. O Libby you have not kept
on swelling down her medicine if you have found that it
produced no good effect, but have gone to some skillful Physician.
Tell Miss Davis that she lied about me when she said
that I had recovered my spirits, for far from that it is
more than I say now, not one of those happy smiles has
passed over my face since leaving my dear wife. O Libby
how happy I was, it makes the tears flow to think of it.
When I left you to go down street it was with a parting kiss
& when I returned I always met a smile & received a sweet
kiss. Such a kiss as no other person could give, up street or
down street I always met love. Tell sister M. J. S. I
send her many thanks for those sweet kisses & tell her
not to forget but, in her love for others, to save a few
more for me for they make me happy. I do not know
what it is so bewitching about you two Sampson girls
you have gained my whole heart & if I had a dozen more
I should fear for their safety. Don't be jealous Libby for you
claim the biggest share. I will now draw to a close until
I reach the Islands there I will answer the over land letters
& thank you most kindly for your sweet picture. I have heard
from brother Daniel but once he was there, that is his ship was
very low, 6 months out of the sperm. I should be very happy to
see him, but I fear it would be a great disappointment to him
not to have letters by me. I shall go to New Zealand to get some
oil, there where Capt Sampson is going to cruise if he is homesick

I will steal him & bring him home to his kind sisters, by doing
so I hope I can buy their love.

Journal of Ship Rebecca Wins Capt James M. Worth
One of a fleet sailing from New Bedford Under sealed orders
from the U States Government to be opened at sea.

Wednesday Nov 20th 1861

At 8¹/₂ AM weighed anchor
in company with Ship's Kensington Capt -
Benjamin Tilton, L. B. Richmond Capt
Maloy, Maria Theresa Capt Bailey
Archer Capt Worth
Potomac " Brown
Courier " Brayton
Cossack John Childs
South America Capt Chadwick
Leonidas Capt Joseph Howland
American Bear
Herald Capt Gifford
Harvest Capt Taylor
Francis Henrietta Sprukey
Ammonson Capt Swift
Garland Capt Rodney French All belonging
to an expedition ordered to the Port of Savannah
loaded with stone to be sunk in passages to close entrance to our ^{ports} there.
Winds fresh from the North with snow at 10¹/₂ AM
the Pilots left us, as also did the Revenue Cutter
Varina Capt ^{Jacobs} after giving us a parting salute. We
all then made sail steering S W by S. so ends

Thursday 21st

Commences with strong N. N. E. winds
with cloudy weather steering S W by S all the fleet
in sight most of them far astern. Mercury standing at Fair
Middle part strong winds from the N. E. by S. N. W.
with clear weather steering S W by S. Mercury at Fair
 Latter part a little more moderate Ship's Kensington,
L. B. Richmond, Maria Theresa & South America
close too & two other Ships 10 miles astern. weather
fine & pleasant steering S W by S under all sail winds
from the N. N. W. so ends. the Ship has leaked 1000
strokes the last 24 hours.

Friday 23rd

38.33rd Commences with strong or fresh breezes from 73.21 W the S N W with clear weather steering S W by S at 5 PM spoke Ship Maria Theresa & compared Longitude at Sun set 5 of the expedition in sight Middle part fresh breezes with fine moon light Ships South America & Maria Theresa close to Latter part light breezes & pleasant steering S W by S 3 Ships of the expedition in sight. Had a Schooner pass close to, experienced a current setting 2 knots S W by S. So ends

Saturday 23rd

36.26th Commences with light airs from 74.50 W the S N W with a heavy swell from the N E steering S W by S Ship South America & Maria Theresa the only ships in sight. still a strong current setting to the South West. Mercury falling Middle part calm until 10 AM then had light airs from the S increasing at 2 AM wore to the W S W at day light mercury had fallen $\frac{3}{10}$ winds fresh Latter part strong breezes & squally with some rain at 8 AM double reefed the Topsails & furled the Mainsail at 8 1/2 AM land in sight distant 12 miles 14 fathoms water wore to the E. S E & kept coming on until headed S. S E at 11 AM moderate & clearing up saw land; 3 Schooners steering to the Northward & the South America & Maria Theresa close to. mercury standing at 29 1/2. So ends.

Sunday 24th

35.31st Commences with moderate breezes from the 74.59 W W S W with a heavy head swell steering S at 4 PM steered S by W. Mercury at 29 1/2 weather clear & pleasant Sun very bright. 18 fathoms water white sandy bottom. Middle part fresh breezes from N W breezing on gradually & veering Southerly Mercury rising a little. Steered S by W until 10 PM then steered S W by S at 4 AM knocked off S by W. Latter part strong breezes from W to W S W with flaws heading by the wind on the Southern tack. Mercury at 29 1/2. two Ships to the leeward call S. America & Maria Theresa. One steam propeller several Schooners. Buoys & Ships passed steering to the Northward. So ends the Ship under double reefed Topsails & Jib

Monday 25th

34.32 R Commences with very strong winds from the N. S. W.
74.53 W with strong flaws & clear weather heading by the wind
on the Southern tack. Mercury falling at 5 P.M. moderate
Gales close reefed Fore & Main Top Sails furled Fore sail
& jib. Mercury at 29⁵/₁₀

Middle part fresh Gales heading S by W most of the time
the Ship rolling very bad

Latter part more moderate heading from S. W. by S to S. W.
up & off set Mainsail & jib & double reefed Main & Top sail
Mercury has risen ~~from~~ to 29^{8 1/2}/₁₀ on a stand so ends three
Schooners passed heading to the North

Tuesday 26th

33.11 R Commences with strong winds from the
74.25 Westward heading from S. W. to S. W. under
double reefed Top sails Main sail & jib. ^{saw Gulf weed} Mercury rising

Middle part the same heading from S. W. to S. W.
most of the time S. W. 2 points leeward

Latter part more moderate under single reefed
Top sails heading S. W. most of the time experienced
1 knot current setting South a little westerly saw Gulf weed
so ends Mercury standing at 30¹/₁₀

Wednesday 27th

31.21 N) Commences with fresh breezes from the
75.01 W) W. S. W. most of the time heading N. by W to N. by E
with pleasant weather. made more sail

Middle part calm

Latter part light airs from S. W. to W. with fine pleasant
weather heading to the Westward Mercury at 30¹/₁₀ at Meridian
saw a steam Ship to the Southward steering about N. by E

Thursday 28th

31.25 N) Commences with light Westerly airs & calm
75.23 W) with pleasant weather at 3 P.M. light airs
from the W. by S Mercury fallen ~~from~~ ^{to} 30¹/₁₀ heading S. W. by W

Middle part fresh breezes most of the time from S. W. by S
to S. W. by W steering by the wind to the Westward.

Latter part breezed up quite strong from the W. headed
S. W. most of the time Mercury at 30¹/₁₀ saw one Schooner
steering to the N. N. E. so ends Lat by Obs 32.49

Friday 29th

32.42 N Commences with fresh breezes from the N by N
76.43 W with pleasant weather steering or heading N by N
at 1 PM tacked to the S. S. W. at 4 PM quite moderate
Middle part fresh breezes from the S. S. W. heading N by S by the
wind at 2 PM breezed up strong & knocked off N. E. W. Took Top-
Gallant sails & Fly jib. at 6 AM sounded & found 19 fathoms
water yellow sand black specks

Latter part pleasant & more moderate heading N. N. W.
& N. W. by W under all sail. at 9 sounded found 11 fathoms
10 AM 22 fathoms at 11 AM 12 fs at Meridian 8 fathoms tack Ship
saw a Ship this AM to the windward heading along with us,

Saturday 30th

33.25 N Commences with moderate breezes from
77.32 W S. W. by S with pleasant weather heading S by S
Mercury falling slowly. the Ship still in sight at 4 PM
tacked to the W. S. W. sounded and 14 fathoms water.
My Longitude I think is 8 miles to far west

Middle part breezed up to a fresh Gale from the W. S. W. to W.

Latter part fresh Gales from the W the Ship under close
reefed Fore & Main Topsails Foresail furled mercury at
29 $\frac{1}{2}$ rising slowly. so ends Lat 33.28 Long 77.21 W

Sunday 31st Dec^r

33.23 N Commences with fresh Gales from the W
77.40 W at 12 o'clock shifted suddenly to the N. N. W.
wore Ship & steered W. S. W. 3 Ships & one Bark in sight
Mercury rising at 30 $\frac{1}{2}$

Middle part the wind hauled to the E & moderated
steered S. W. by W

Latter part light breezes from the E with pleasant
weather steering S. W. by W. Capt Bailey of Ship Maria Theresa
came on board. so ends

Monday Dec 2^d

32.33 N Commences with light breezes from the E & calm
79.23 W Capt Bailey & Capt Maloy on board. two other Ships
in sight one the Phoenix of New London.

Middle part at 8 PM light air from the S. S. W. at 9 PM
light breezes from the S. W. headed N. N. W. until we got into
8 fathoms water. at 6 PM tacked off again Charleston
light house bearing N distant 8 or 10 miles. saw 2 Ships at Anchor

called them part of the blockading squadron. stood off & on
beating to the windward with fresh winds from S.W. to
S.W. in company with Ships L. E. Richmond & Theresia &
Phoenix at Meridian ~~boarded~~ passed Gun Boat
which vessel sent a boat to the L. E. Richmond. So ends
mercury falling quite fast winds fresh. the weather has
been thick & foggy & smoky. Lat 32.20
Tuesday Dec 3rd

Lat 32.10⁴ Commences with fresh breezes from the S.W.
with clear weather smoky horizon employed
in beating to the windward in company with the above
Ships. mercury still falling at 29.8¹/₄ at 3 P.M. Tacked off
shore had 8 fathoms water. headed S. by E. at 9 P.M. in a
severe Thunder squall came up S. by E. at 3 P.M. wind
shifted to the N. N.W. drove Ship & headed to the Westward
Latter part fresh breezes from the N. at 8 A.M. steered N. by W.
at 10 A.M. saw land. So ends.

Wednesday Dec 4th

Commences with fresh breezes from the N.
with passing clouds at 1 P.M. spoke Frigate St. Lawrence lying at
anchor off the entrance of Port Royal at 4¹/₂ P.M. dropped anchor
under outside foot outside Savannah bar & soon after took
a pilot from Gun Boat Seneca & ran inside a little way
& came to in 4³/₄ fathoms water.

Latter part fresh N. N.E. winds with clear weather 10 Ships
of the expedition outside two inside. at 7 A.M. I reported my-
self to the Captain of the Ship of war Savannah who is Senior
Officer of the squadron of this Port & he sent the report to the
Flag Officer at Port Royal. I sent a note to my Lissie at the
same time. So ends. Bark Peter came in & Anchor

Thursday 5th

Commences with fresh breezes from the N. E.
7 Ships belonging to the expedition came in several struck
hard in coming in 3 Ships outside colours set at half mast
at 5 P.M. a Gun Boat went out to their assistance.
Middle part the Meteor of New London at Anchor outside parted
her chain & went ashore. the Lewis of New London run on the reef &
was lost. Latter part moderate N.E. winds 3 Ships at Anchor outside
So ends. I landed on Tybee Island for the first time on secession
soil. Middle part

Friday Dec 6th The Bark Phoenix was towed ashore to make a ^{wharf}
All these 24 hours moderate S winds with pleasant weather
Ships Robin Hood of New London & Potomac of Baltimore came
in PM Bark South America came in AM sound.

Saturday 7th

Commences with moderate breezes from the N E
with pleasant weather saw Gun Boat Seneca take a prize
a large Ship showing English colours loaded with Rifle Cannon
ammunition & Blankets, at 7 PM had orders to proceed to Port
Royal. at 11 AM Steamer Alabama took Ship Seneca in tow for
Port Royal, sounds.

Sunday 8th

Commences with moderate breezes from the N E
with pleasant weather. Bark American stood in & received
orders to proceed to Port Royal. Transport Cahouba came in
with troops, the Alabama returned.

Latter part light variable airs employed in landing troops
help land 800. sounds Mercury falling fast. Bark Peter Deneli
of New York was towed ashore to make a wharf of

Monday 9th

Commences with light S E winds with pleasant
one Ship & one Bark in the offing. the Navy folks took the Bark
South America & ran her ashore to make a wharf of.

Latter part light S W winds & calm at 10 AM the Gun Boat
Pocahontas towed us outside the bar & it being calm anchored

Tuesday 10th

Commences with calm with light airs from the
N E lying at Anchor Bark Harvest was towed out & anchored
Ships L C Richmond & Fortune was towed up to Port Royal
Middle part light S W winds & calm at 5 PM weighed anchor
& steered for Port Royal.

Latter part calm dropped anchor abreast of the striped
buoy. in company with Ships Harvest, Garland and
Amazon, sounds.

Wednesday 11th

Commenced with calm at 2 1/2 PM light Easterly winds weighed Anchor & stood in, dropped Anchor for a few minutes waiting for the Bark Herald thinking she had a Pilot found she had none weighed anchor & stood close into the striped buoy, then steered N by E for the next red buoy, still on to the next spar buoy then S for the next spar buoy, then S by S for the next black spar buoy, losing the wind we anchored before reaching it.

Latter part of light & winds at 9 AM weighed anchor & steered for the above buoy giving it a good berth on our Larboard hand then steered S by S it soon died away to a calm, went up with the tide & anchored in 9 fathoms water & tide, so ends

Thursday 12th

Commenced with light S winds I went on board & reported myself to Capt Dupont May Captain of the Squadron.

Middle part at midnight it boomed up strong from the S by E & very sudden, morning well up, afterwards it settled to a steady fresh breeze, all our expedition excepting two are safe in Port, those two are outside one at Anchor, call them the Potomac & Lossack.

Friday 17th At 11 AM had orders to leave for Charleston weighed Anchor & steered for the passage,

Wednesday 18th

Commenced with light variable winds & calm the ship standing out the Port, at 2 1/2 PM head tide & wind, came to Anchor, at 5 PM a steamer towed me out & anchored outside, Middle part calm, most of the time, at 3 AM light S winds.

Latter part, at 7 AM got under weigh steering from S. S. E. to S. E. 7 of the fleet was towed by the Steamer, some of the second stone fleet went into Port Royal,

Thursday 19th

Commenced with light Southerly air steering N.E. with fine pleasant weather in company with 7 of the expedition.

Middle part at midnight raised the lights of the fleet off Charleston came to anchor at 1 AM in 17 fathoms water at 8 AM got under weigh with a light N.W. air to work close in to the fleet, so ends with a calm.

Wednesday 20th

Commenced with light S.E. air. at 2 PM had orders to run close in with the fleet anchor & make sail & deliver them on board the Ship Robin Hood. at 4 PM came to anchor about dusk set all the fleet had anchored. during the night 8 of the ships were sunk on the bar.

Latter part the remainder of the fleet was sunk. at 9 1/2 AM the Rebecca Sims anchored on the bar. high water 3 fathoms water. at 9 1/2 AM drove out the plug. at 11 AM cut away the spars. at 12 AM left the ship & went to the steamer Canroba. so ends. Mr George H. Bradbury Flag Officer on board Frigate Wabush had charge of placing the ships.

Thursday 21st

Commenced with light S.E. breezes all hands on board the Canroba. Middle part set fire to the Robin Hood. at 1 AM weighed anchor for Port Royal. Latter part anchored in Port Royal. towed in the Bark Texas at the same time, so ends

Friday 22nd

All these 24 hours lying at anchor.

Saturday 23rd & 24th & 25th Still lying at anchor

Sunday 26th

weighed anchor & went up the river to Port Beaufort. Latter part moving round ashore changed quarters to the steamer Empire State.

Wednesday 27th At 3 PM weighed anchor for Hilton Head. Middle & Latter part lying at anchor taking on board Military passengers

Thursday 28th

Commences with calm. at 1 PM weighed anchor & steered out the Port. at 3 PM shaped our course for New York or for Cape Hatteras,

Sunday Dec 31

Middle part arrived off Sandy Hook, took Pilot. Latter part pleasant weather at day light passed into bay and steered for the City of New York where we landed and spent the day & night there being no Steam Boat leaving for Fall River,

Monday Jan 1. 1862

Evening left in steamer for Fall River

Tuesday Jan 2^d

Arrived in New Bedford,

